

TRAILS

Perry County, Illinois

GENEALOGY AND REMINISCENCE OF PIONEER DAYS...of the northeast part of Elk Twp., Jackson Co., Ill. and adjoining corners of Perry and Franklin Counties. (Ill.) Early settlers of the Old DuQuoin area.

- p/4 ...Once across the Mississippi River, into Illinois, they followed the Shawneetown-Kaskaskia Indian Trail to the southeast. ...They were in what is now Sec. 2, Jackson County, where the trail led them across Little Muddy River.....

By Mamie Reheis, Rt. 1,
Elkville, Ill.
Published May, 1956.

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The Historical-Pictorial Map of Jackson Co., Ill. of S.I.N.U.Museum by Loraine Waters in 1944 shows this old trail in NE corner of Elk Twp.

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Historical-Pictorial Map of POPE CO.(Ill.) Historical Div. of the S.I.U. Museum drawn by Loraine Waters (1949) shows LUSKS TAVERN AND LUSKS FERRY (on the Ohio). Present day Golconda.

First authentic map of Pope County (where Golconda is located) was made about 1841. It is a postal map. See Pope County notes by John W. Allen, illustrated by Loraine Waters, for Museum of Nat. and Social Sciences S.I.U., Carbondale, Ill. 1949.

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DU QUOIN...Gateway to Egypt. Report of History Committee, DuQuoin Comm. Study and Development...

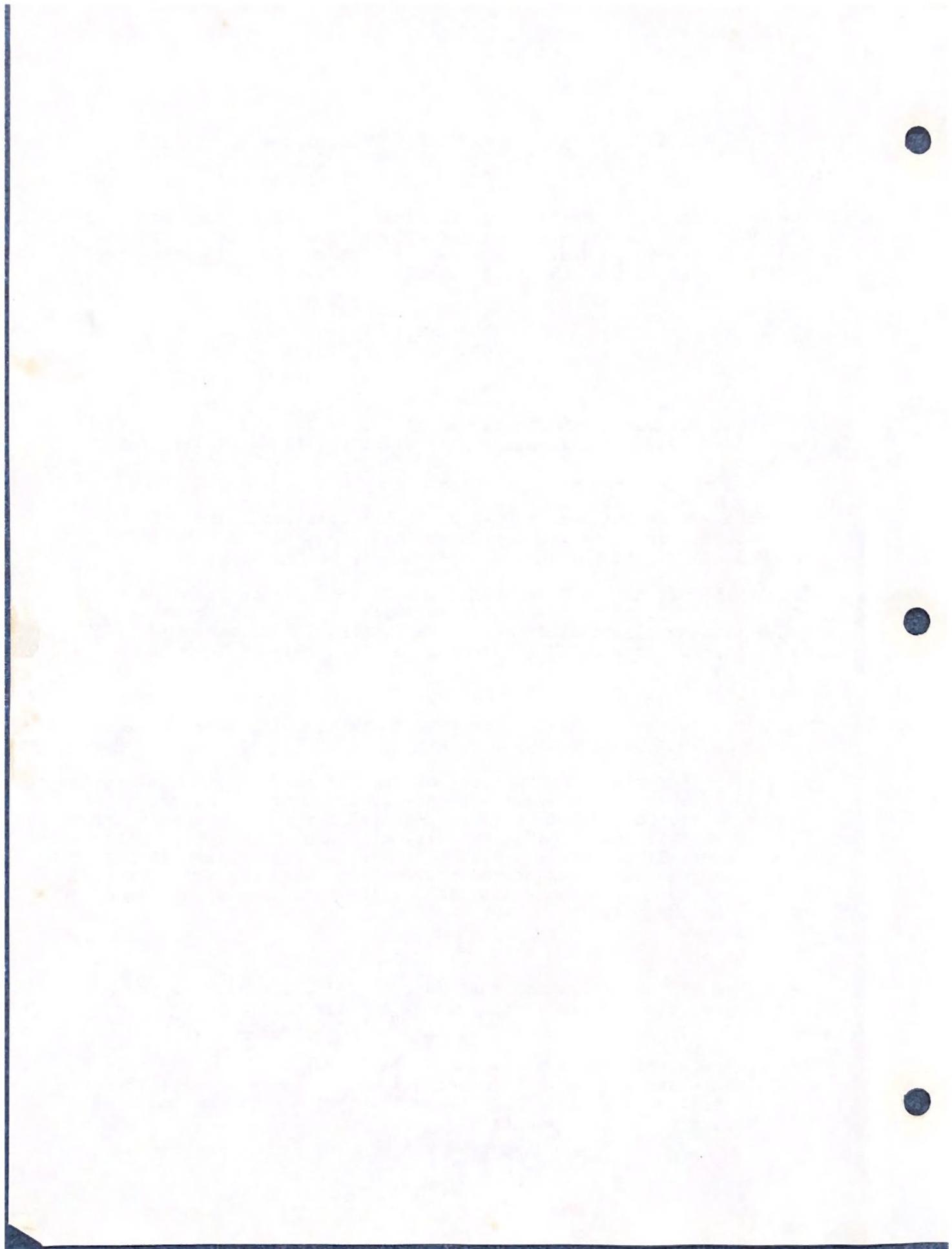
- p/16 ...Probably one of the most used trails in our vicinity was the one known as the Shawneetown-St. Louis trail, which entered Perry Co. east of DuQuoin, swerved north and westward thru' what is now Paradise Prairie. A branch of this trail, turning off slightly to the left somewhere in the western part of the county was known as the Shawneetown-Kaskaskia Trail, continuing on to Kaskaskia, then a thriving town on the banks of the Mississippi River.

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SURVEYOR'S OFFICE, St. Louis 19th January 1835...Drawing of map confirmed by filed notes of the survey in this office.

/s/ E. T. Langham

Old book recovered and laminated. To be found in office of Perry County Clerk and Recorder, Pinckneyville, Ill. See micro copies of this map following...also my notes re this trail from T6S R4W into T6S R1W of 3rd PM. (E.Spurgeon)



TRAILS - Perry Co., Il. Cont.....

ROAD FROM KASKASKIA TO LUSK'S FERRY ON THE OHIO.....Copied from Surveyors Map.....West to East through Perry Co., Il.

TWP 6S R4W.....Enters near center of sec. 18, running in a fairly direct line until it begins a southeasterly direction about the center of sec. 13 into sec. 24 where it leaves the township.

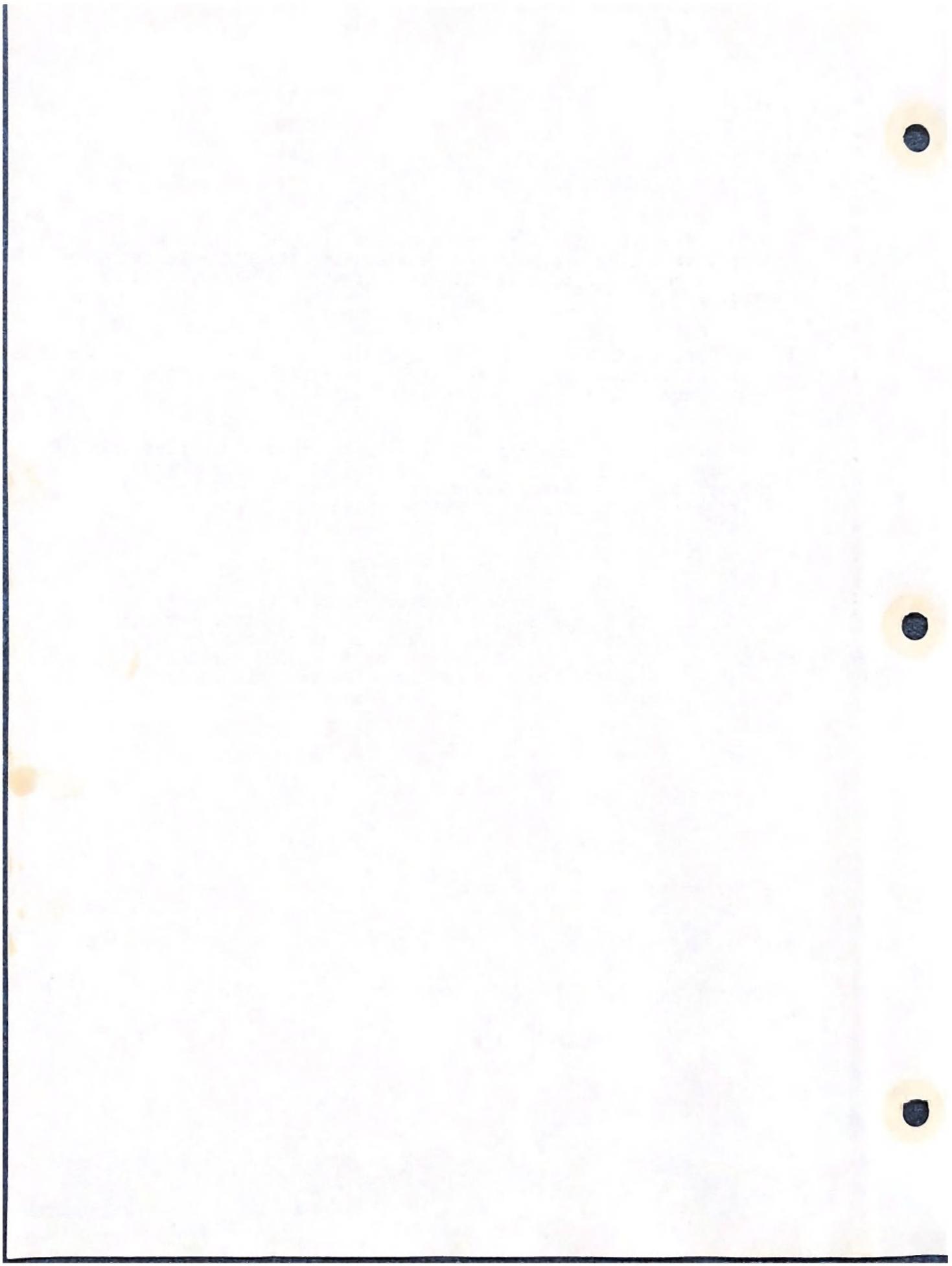
TWP 6S R3W.....Enters northern part of sec. 19 and continues in a straight, easterly, direction.....leaving the township in the northern half of sec. 24 and entering.....

TWP 6S R2W in the north part of sec. 19 and passes south of the old House (a/k/a Byerly) Cemetery in sec. 17. It then veers southward to enter the northern parts of secs. 21, 22, and 23passing south of the old McElvain Cemetery (located in sec. 14). The trail then leaves the township in the northern part of sec. 24.

TWP 6S R1W.....After entering this township in the northern half of sec. 19 it veers in a southeasterly direction through parts of secs. 20, 29, and 28, finally leaving Perry County through sec. 34 and part of sec. 35, as it enters Jackson County in sec. 2 T7S R1W where it crossed the Little Muddy River. This trail intersects the old Campbell Cemetery.

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From research of and written by
Elizabeth Eiker Spurgeon,
710 Taffee St.,
Finckneyville, Il 62274
September 1982.



Lusks Ferry to Kask. Trail
1835 - 1836

Old Surveyor's Map

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

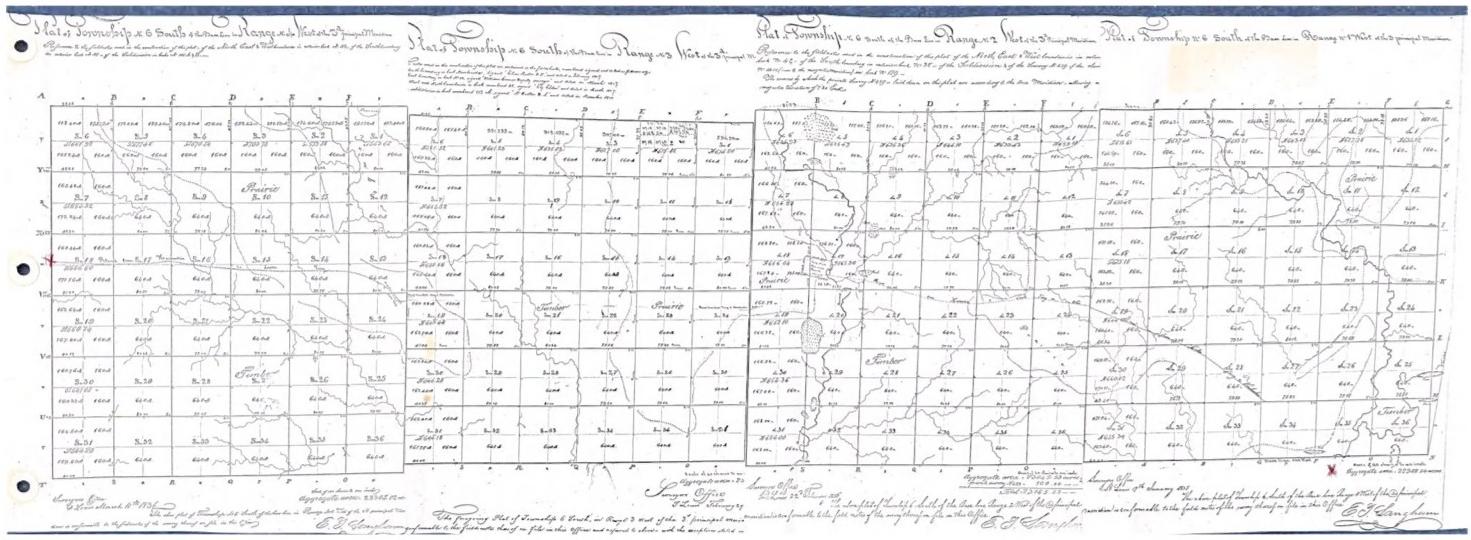
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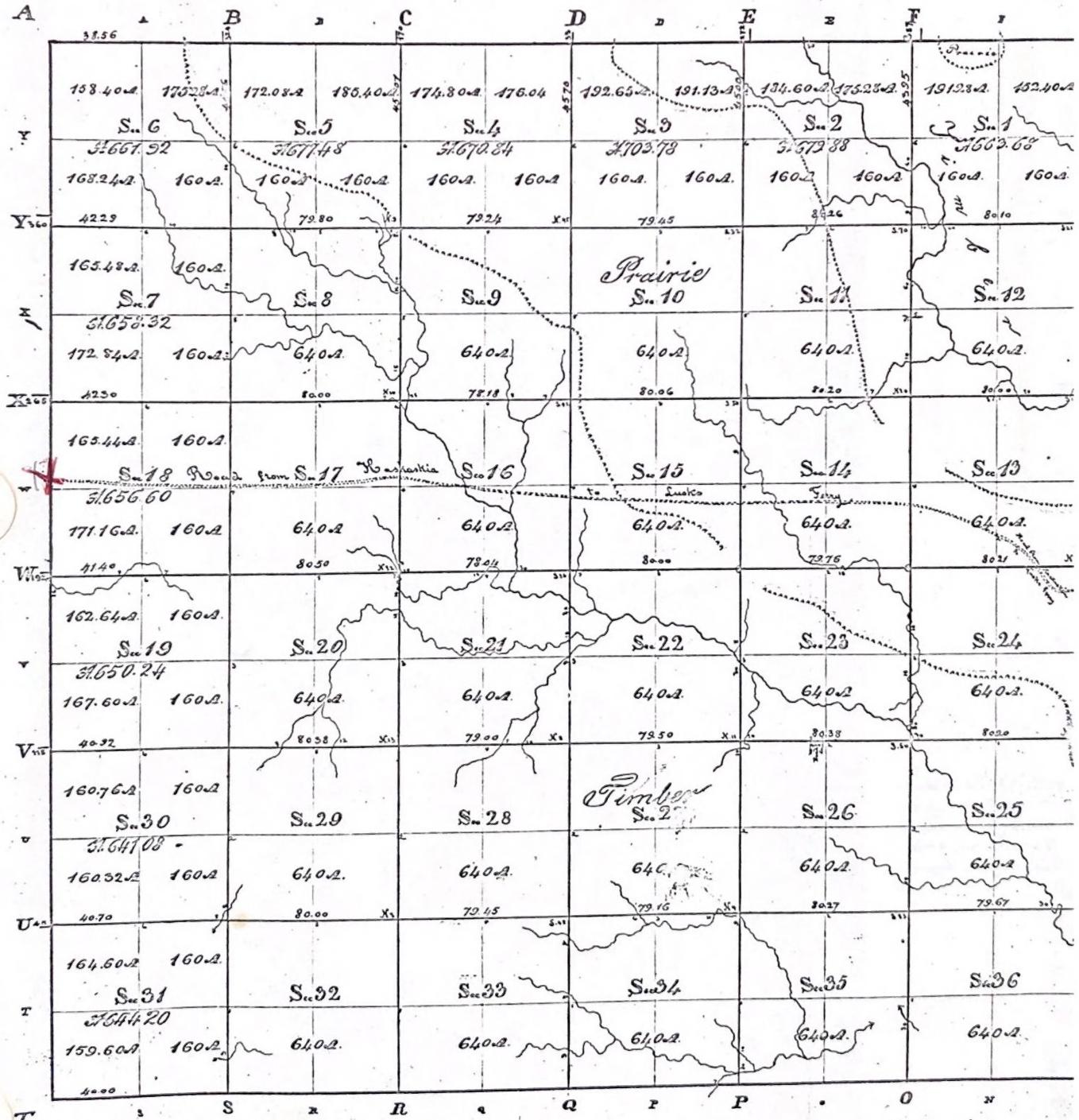
S



Lunks Ferry to Kesk. Trail
1833 - 1836
Old Surveyor's Map



Plot of Township No. 6 South of the baseline in Range No. 4 West of the 3^d principal Meridian
 Reference to the field notes used in the construction of this plot - of the North East & West boundaries in exterior lot A 145, of the South boundary
 in exterior lot A 411 - of the subdivision in books A 101 & 3 B.



Surveyor's Office
 St Louis March 11th 1836

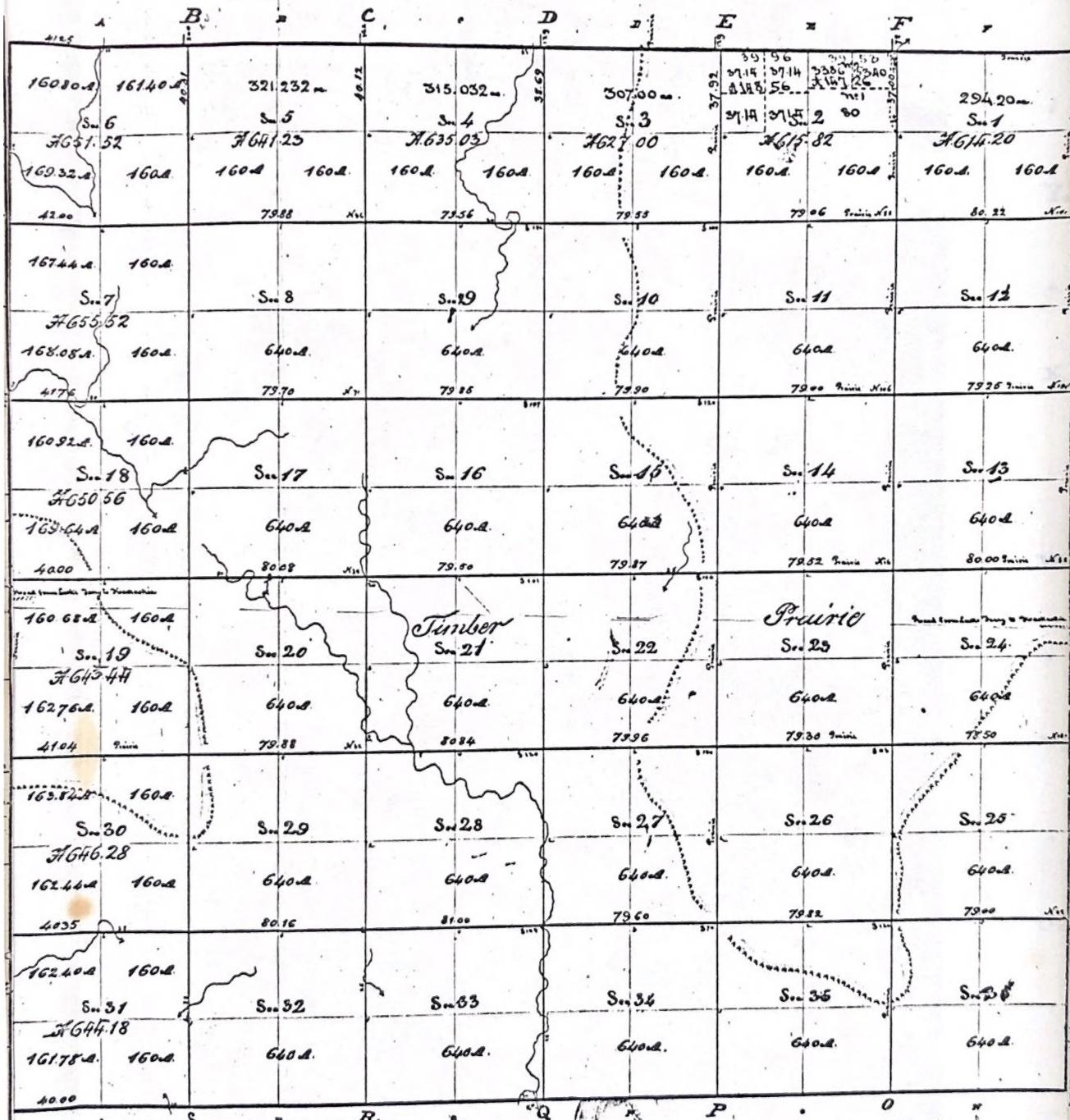
The above plot of Township No. 6 South of the baseline in Range No. 4 West of the 3^d principal Meridian
 plan is conformable to the field notes of the survey thereof on file in this Office

Scale of 160 chains to one inch
 Aggregate area: 23308.02 a

G. J. Gengham

Plat of Township No. 6 South of the baseline in Range No. 3 West of the 3^d principal mer.

Notes used in the construction of this plat are contained in the field books, numbered signed and dated as follows viz:
 South boundary in book Numbered 41, signed "Elias Rector D.S.", and dated in February 1807.
 East boundary in book 4702, signed "William Bonner Deputy Surveyor" and dated in March 1807.
 West and North boundaries - book numbered 45, signed "Ely Elder" and dated in March 1807.
 Subdivision in book numbered 115 A, signed "N. Hector D.S." and dated in November 1810.



Scale of 40 chains to mile

Aggregate area - 23

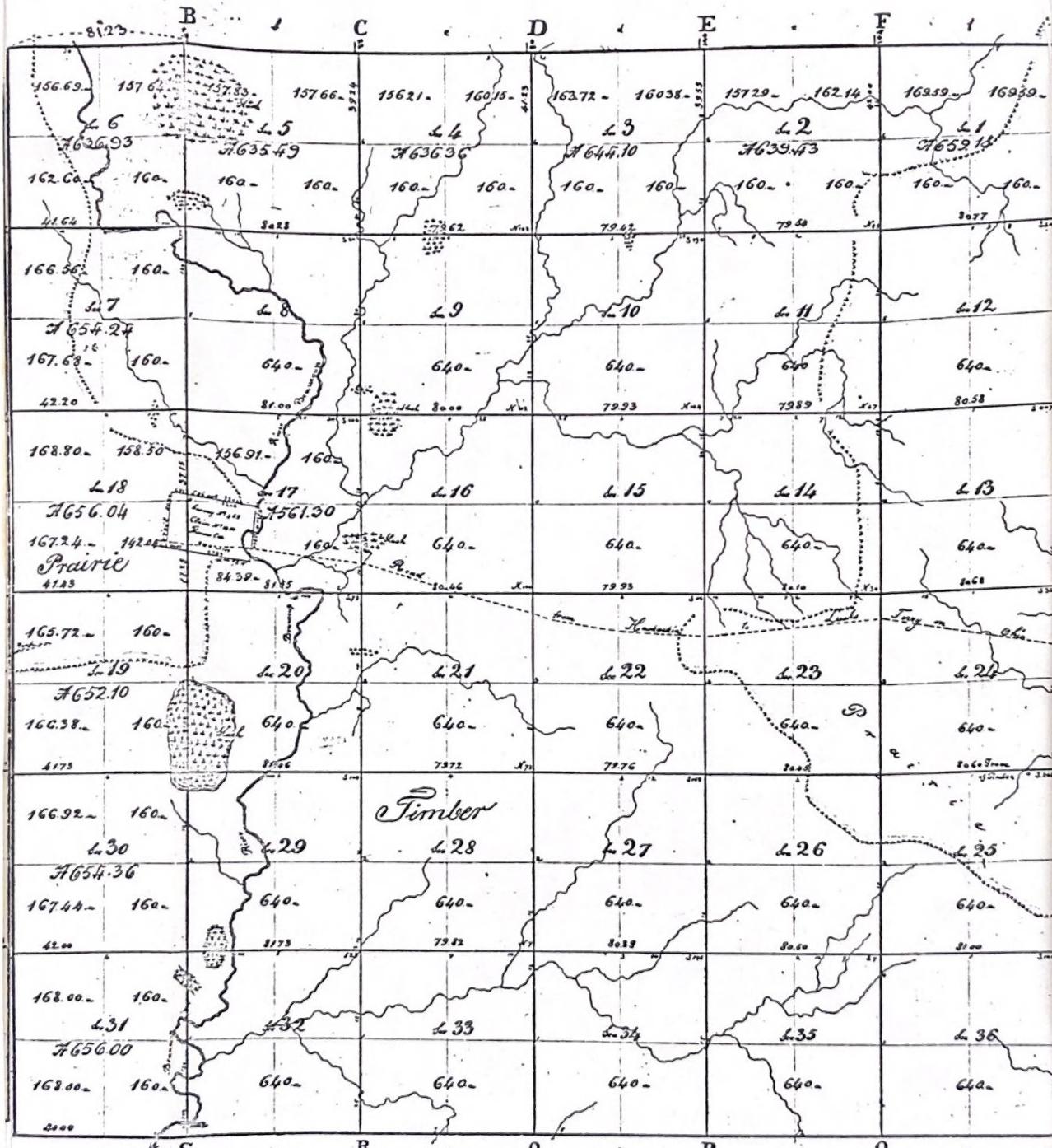
Surveyor's Office
St Louis February 29

The foregoing Plat of Township 6 South, in Range 3 West of the 3^d principal mer., conformable to the field notes thereof on file in this office and referred to above, with the exceptions stated in

Plat of Township No. 6 South of the Base Line in Range No. 2 West of the 3rd Principal Meridian

Reference to the field notes used in the construction of this plat of the North, East & West boundaries in section book No. 47 - of the Fourth boundary in section book No. 35 - of the Subdivision & of the Survey No. 459 of the class No. 4410 (run to the magnetic Meridian) in book No. 129. -

The courses by which the private Survey No. 459 is laid down on this plat are according to the true Meridians - allowing a magnetic variation of 7° 20' East.



Surveyor's Office

St. Louis 22 February 1836

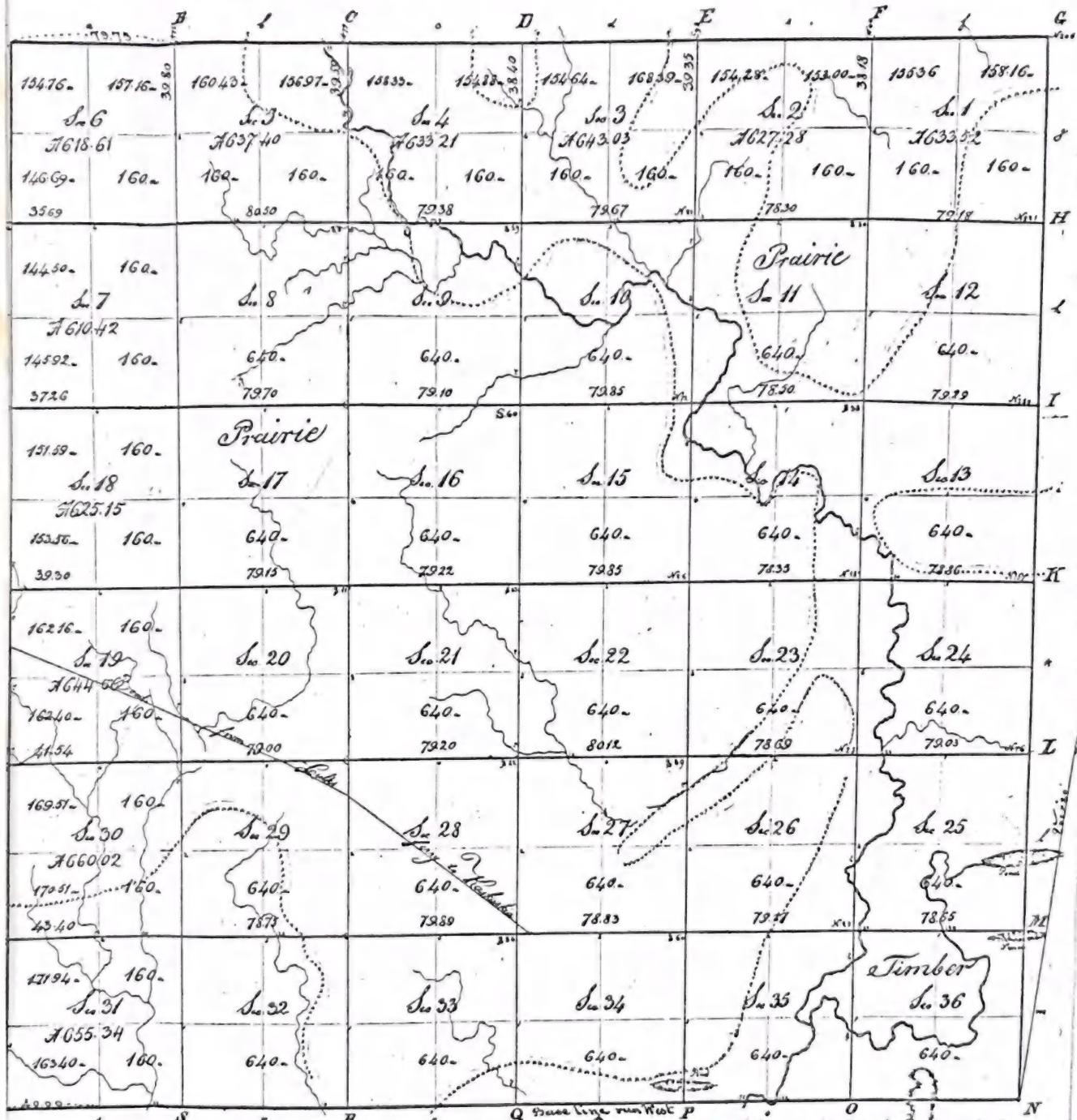
The above plat of Township 6 South of the Base Line Range 2 West of the 3rd principal meridian is conformable to the field notes of the survey thereof on file in this office.

Scale of 30 chains to an inch.
Aggregate area = 23045.53 acres.
private survey No. 459 - 100.00. --

Total = 23145.53 --

E. J. Sampson

Plan of Township n: 6 South of the Base Line in Range n: 1 West of the principal Meridian.

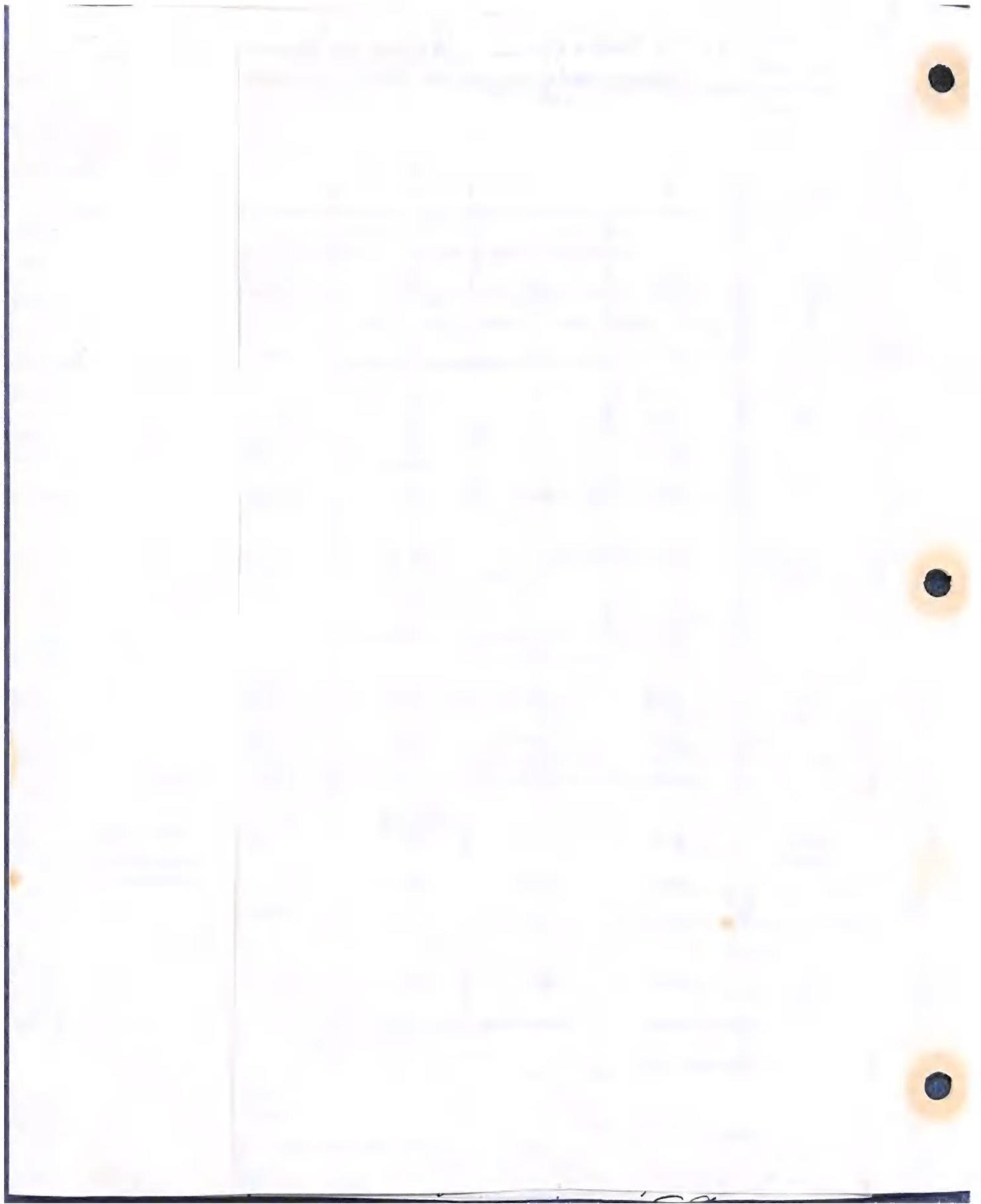


Surveyor's Office

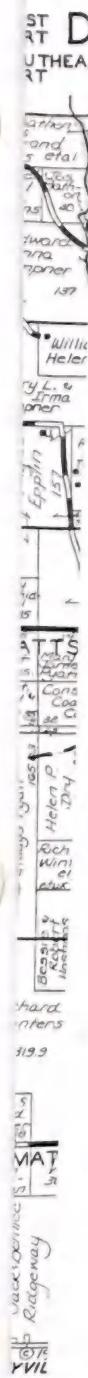
St Louis 17th January 1835

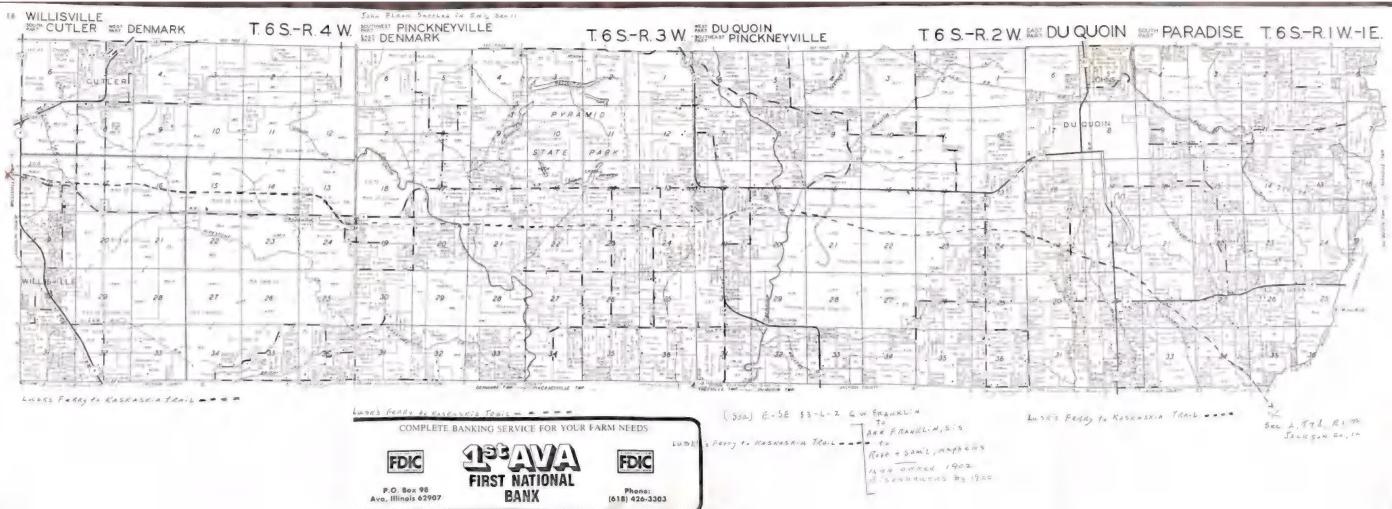
The above plan of Township 6 South of the Base line Range 1 West of the principal Meridian is conformable to the field notes of the survey thereof on file in this Office

E. J. Langham



Lusks Ferry to Kask. Trail
in Proximity to
1987 Map of Perry Co., Ill.





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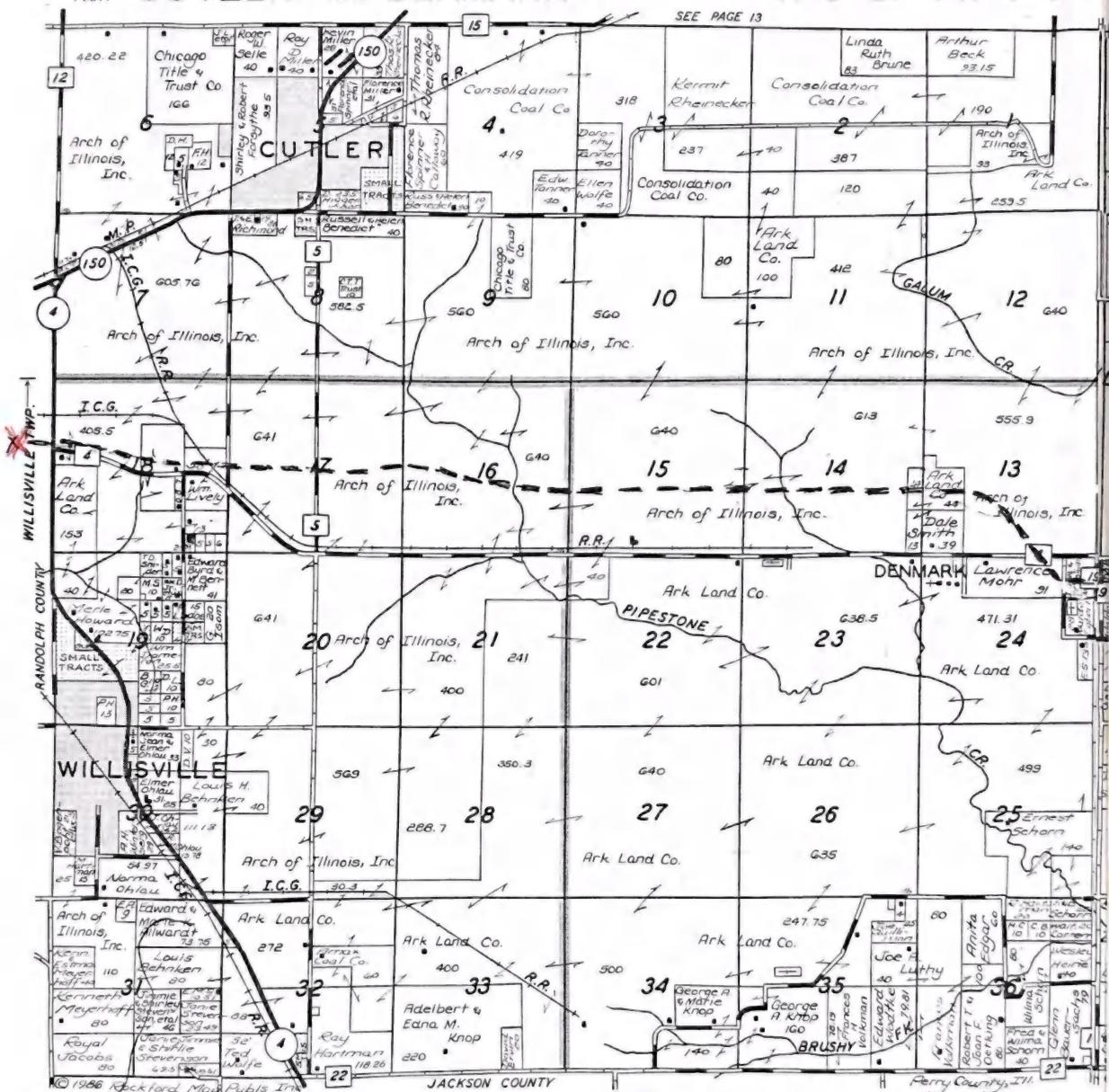
(200) E-SE \$3-6-2 Gw Franklin To
Ave Franklin, 6-5-5
Cobb + Sam L. Murphy 408
Issue January 1962
Last corrected by 1964

John DOSTE to James DeMille
is transmitting his
copy of "The Great War".

18 WILLISVILLE
SOUTH PART CUTLER

WEST PART DENMARK

T. 6 S.-R. 4 W.



LUSKS Ferry to KASKASKIA trail == ==

© 1986 Rockford Map Publs, Inc.

John FLACK Settled in SW $\frac{1}{4}$ sec 11

**SOUTHWEST PART PINCKNEYVILLE
EAST PART DENMARK**

T. 6 S.-R. 3 W.

SEE PAGE 12



Lusk's Ferry to Kaskaskia Trail = - - -

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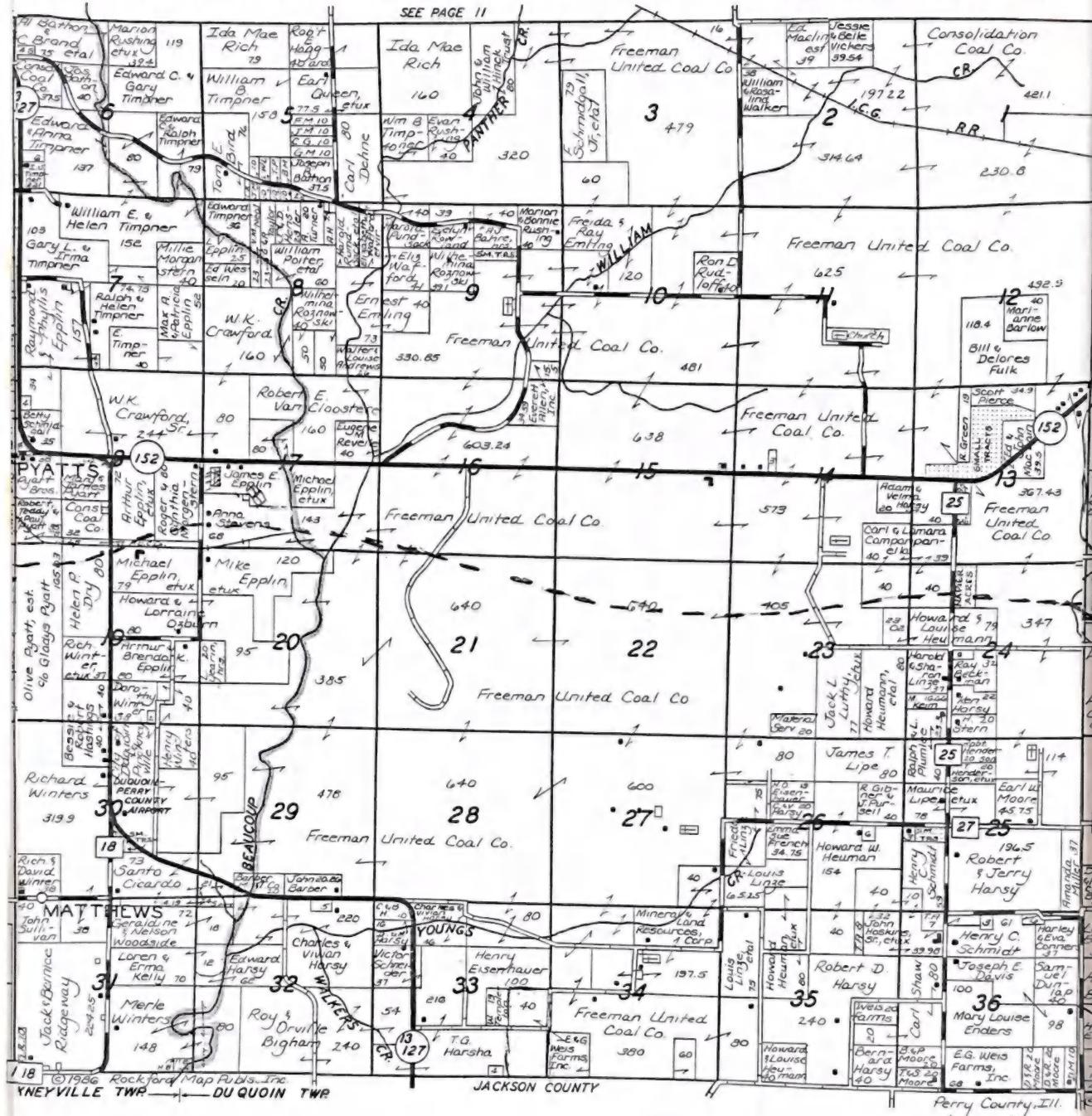
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Ava, Illinois 62907

Phone:
(618) 426-3303

**WEST
PART DU QUOIN
SOUTHEAST
PART PINCKNEYVILLE**

T. 6 S.-R. 2 W.

SEE PAGE 11



(80a) E-SE 33-6-2 G.W. FRANKLIN

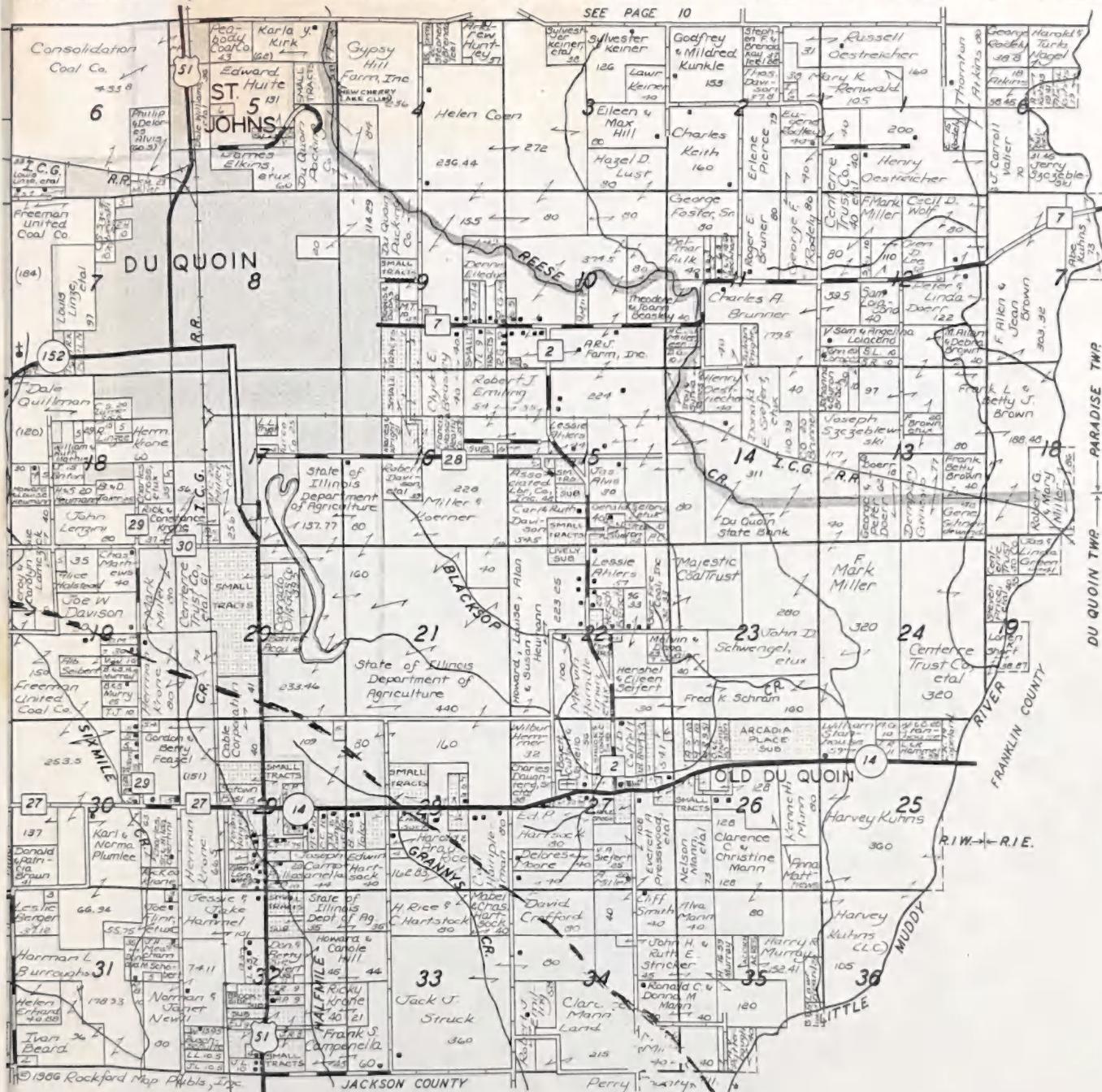
ANN FRANKLIN, sis

Bapt + San'l, nephews

ANN OWNED 1902
EISENHAUERS BY 1920

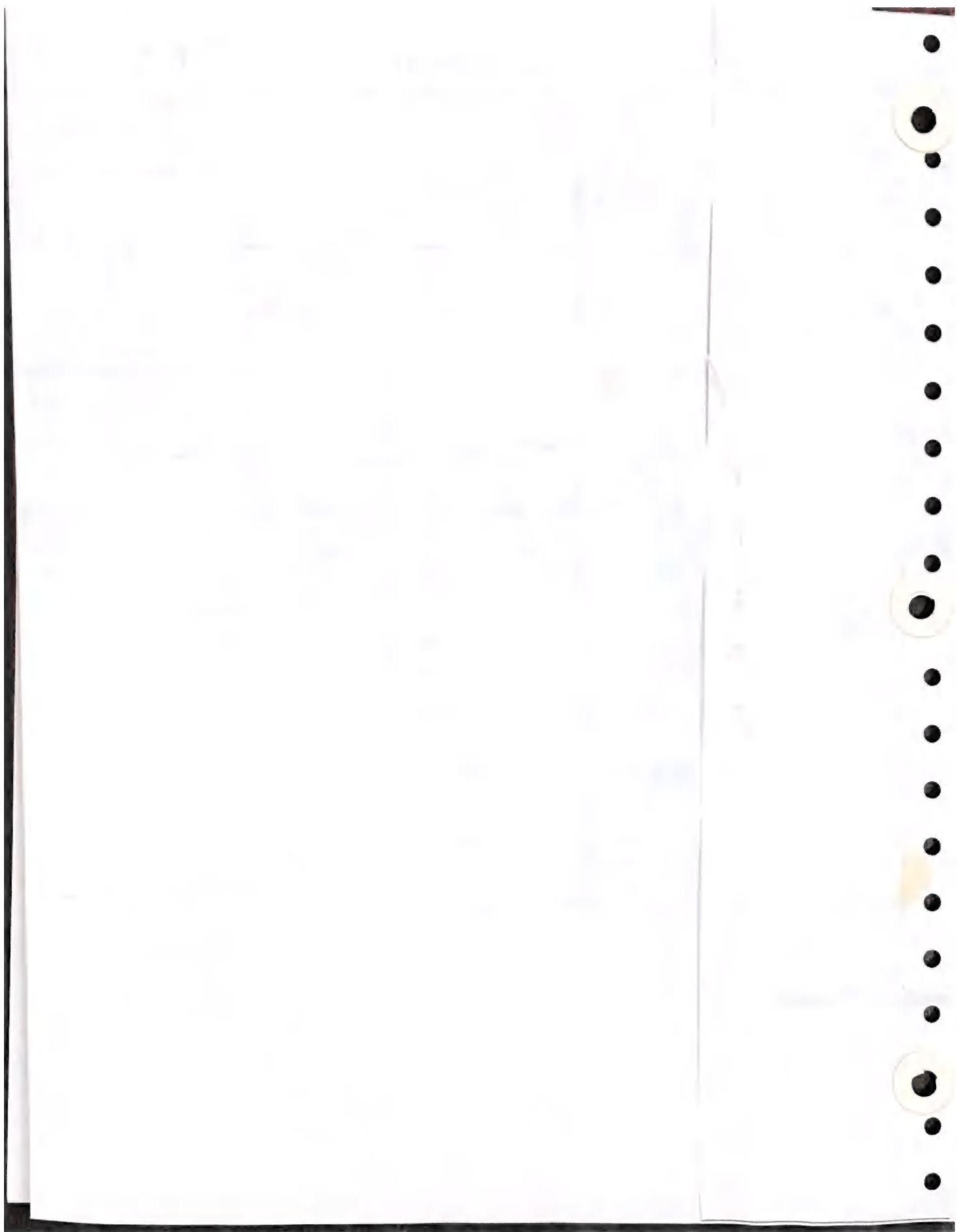
EAST PART DU QUOIN SOUTH PART PARADISE T. 6 S.-R. 1 W.-1 E.

SEE PAGE 10



Lusk's Ferry to KASKASKIA TRAIL - - - -

Sec 2, T 7 S, R 1 W
JACKSON CO., IL



THE VINCENNES TRAIL

in Perry County, Il

See booklet "Twenty Questions" Quiz re Perry Co., Il. History.
Elizabeth Eiker Spurgeon HAS A COPY OF
Booklet.

Question #4 NAME TWO 18th CENTURY TRAILS THAT CROSSED PERRY CO.

Ans....Lewis and Clark; Shawnee _____; George Rogers Clark.

My comment...Two of the oldest known and most prominent trails or traces in Perry Co. are the Lusk's Ferry on the Ohio to Kaskaskia, and the Kaskaskia to Vincennes Trail. Lusk's Ferry is now known as Golconda in Pope County, Illinois.

The Lusk's Ferry on the Ohio Trail to Kaskaskia traverses almost the entire width of Perry Co. from east to west, except for a short distance near Old DuQuoin to the Franklin Co. line. This trail enters Perry Co. in sec 34, T6S, R1W from Jackson Co. and exits same in sec. 18, T6S, R4W. (See land notes which mention this road as early as 1807)(also Surveyor's Recd. of 1835 on which it is actually shown). (These records in Office of County Clerk...well preserved.)

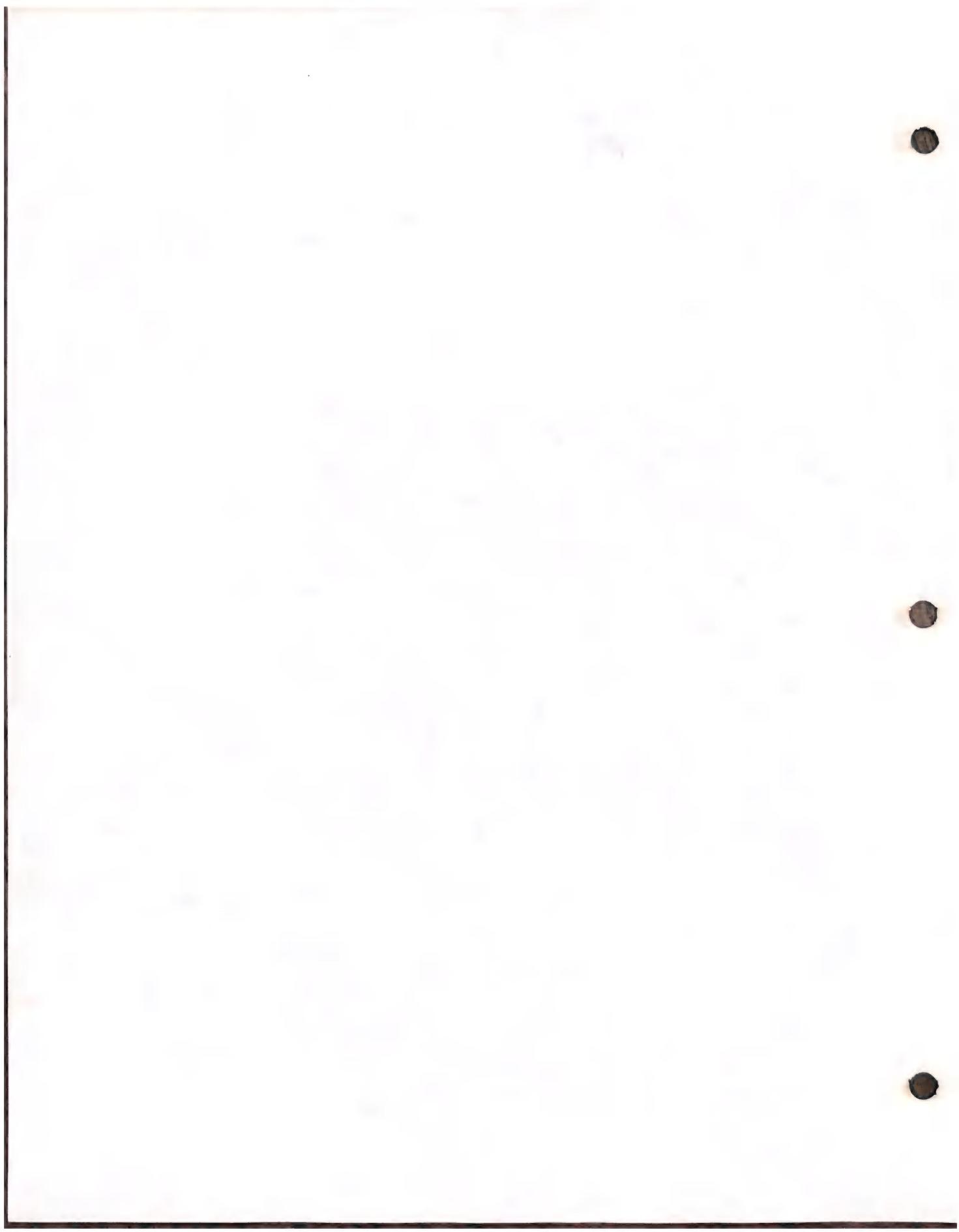
The Kaskaskia to Vincennes Trail crosses secs. five, six, and seven in T4S, R4W in Perry Co. Take the road north from Coulterville in Randolph Co. toward their city cemetery. The trail begins in Perry Co. on the NW corner of seventy-eight acres now owned by Howard K. Frieman, then exits Perry Co. into Washington between the lands of Joseph Hundleth and Andrew Jones. George Rogers Clark took this (or approximately the same) route on his way from Kaskaskia to Vincennes in February of 1779, after his capture of Kaskaskia in July of 1778...but what is usually called the George Rogers Clark Trail from Ft. Massac to Kaskaskia in 1778 did not enter Perry County at any point.

The Lewis and Clark Trail began near Woodriver, Illinois, at the mouth of Wood River, May 14th, 1804, and ended at the Pacific Ocean...never in or near Perry County, Illinois.

Does the questioner mean the Shawneetown Trail here? The Lusk's Ferry on the Ohio to Kaskaskia road is often referred to as the Shawneetown Trail. I have based my comments on the way the government surveyor listed it in 1835.

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Re-copied from above booklet by
Elizabeth Eiker Spurgeon,
710 Taffee St.,
Pinckneyville, Il. 62274
8/8/88 (The luckiest day of the decade...Chinese)

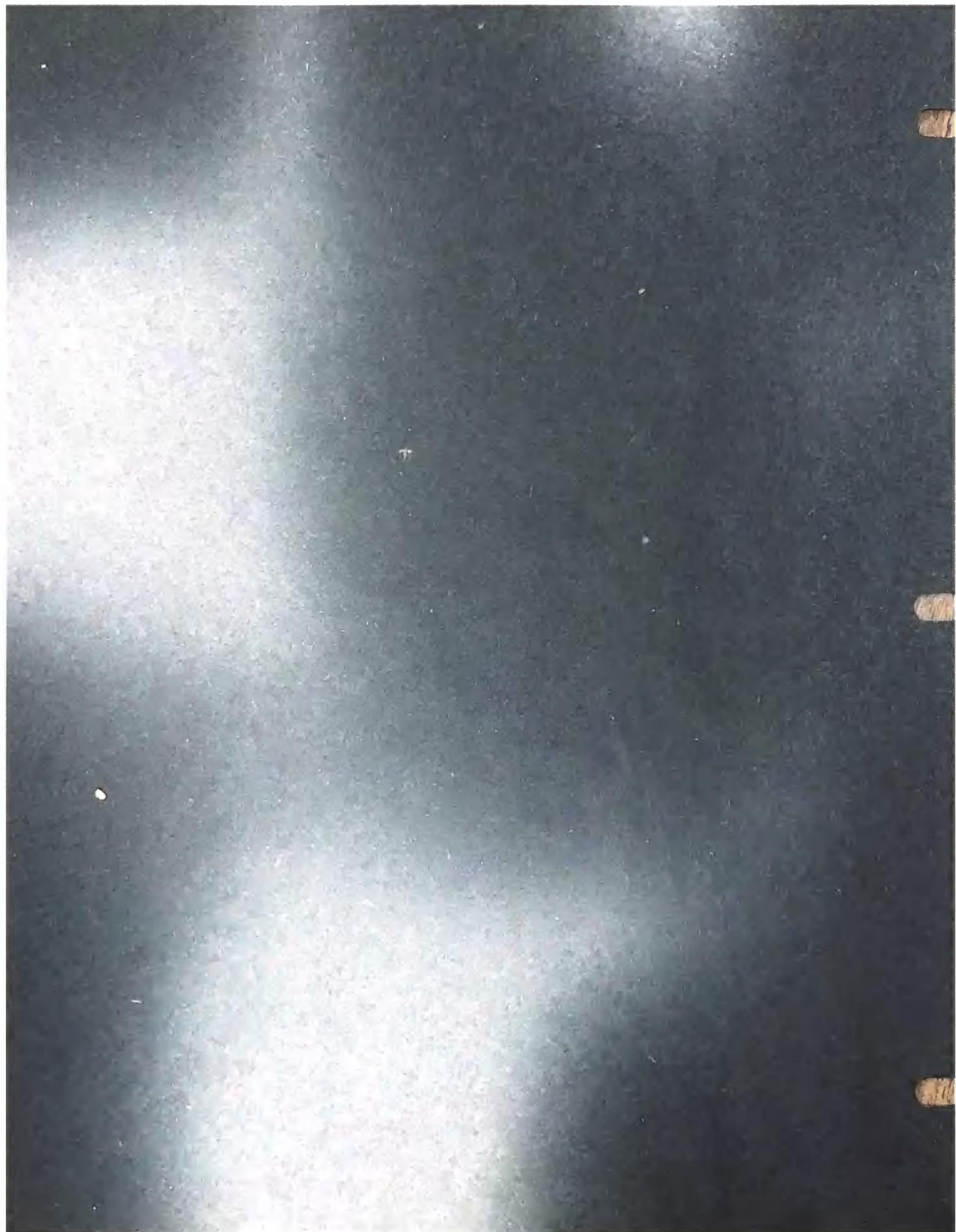




George Rogers Clark & his men
passed here on their way to
Vincennes after capture of Ft
Gage. Int. of secs 9 & 16, T6S,
R7W Randolph Co.

West of the old BOLLINGER
Place near Ellisgrove, IL





TODAY/SOUTHERN ILLINOISAN

WEDNESDAY, MARCH 27, 1985

Stagecoach days

Travel was often rough in early Illinois



Map of Illinois in 1834 shows stage routes

By Helen W. Linsenmeyer
Southern Illinoisan Correspondent

Motorists driving along Highways 40 and 50 in Illinois could possibly feel a sense of *deja vu*, despite the changes in surroundings and the comfortable driving conditions, for these highways were once the links between the east and the Illinois country, and many of our ancestors may have followed them in their trek west. Prior to being main arteries, Highways 40 and 50 were rough wagon trials and still earlier they were the traces used by the Indians who were following buffalo and deer to water and salt. The stage coach lines followed routes which were already open, more or less.

U.S. Highway 40 followed the route of the old Cumberland Road (or National Road) in Illinois. The town of Pocahontas on this road (population 866 in 1984) between Greenville and Highland was one of the numerous stagecoach stops. It is a "typical village" in the coal mine area.

U.S. 50, the Old Trace Road, marked out by Indians and buffalo, connected Bear Grass (now Louisville) Kentucky with Vincennes. It ran through Lawrenceville, across the lowland of the Embarras and Little Wabash rivers.

Highway 13, leading westward from Shawneetown, and Highway 24 running north from historic Fort Massac, were also built over routes running northward from ports of entry used by emigrants coming north from Kentucky, Tennessee and North Carolina to settle in Southern Illinois.

George W. Smith, historian and long-time teacher at the Southern Illinois Normal University, wrote in his *History of Southern Illinois* (1912) that an Illinois map dated 1822 printed in Philadelphia, showed among others "a road entering the state from Kentucky, a few miles above the mouth of the Cumberland River, running to Missouri by way of Fort Massac and America in Alexander County. Another road connected Fort Massac and Kaskaskia via Vienna, Crainville and passing near Murphysboro toward its destination." Smith also wrote about another road which ran from Kaskaskia to Vincennes Ind., which was evidently the route taken by George Rogers Clark in 1778. Smith also mentioned another road which ran from St. Louis via Carlyle to Salem where it joined the Kaskaskia-Vincennes route," and added that there were many other roads which connected these main thoroughfares.

The Fort Massac-Kaskaskia Trail was well traveled in the late 18th century and early 19th century. As

the state's first capitol was located in Vandalia from 1819 to 1839, it may be safely assumed that at least some of the legislators traveled to the sessions by stage coach.

In 1814 a stage route ran to St. Louis from Kaskaskia and in 1819 one was opened up from Shawneetown. A two-day stage service between Springfield and St. Louis ran every week from 1822.

The Shawneetown-Vandalia road crossed the Trace Road at Maysville, the first Clay County seat. This town has fallen into oblivion and is not listed in Glenn Sneed's *Ghost Towns of Southern Illinois*.

never-to-be-forgotten ordeal.

The stagecoach route which came through Brownsville, Jackson County's first county seat, stopped at the home of John Griffin, son-in-law of Conrad Will, north of Murphysboro, according to George Forrest, owner of the handsomely restored house. Forrest pointed out the brick-walled well in the front yard where he said stagecoach horses were watered.

The old Conner house is an example of the stage stands which became familiar objects along the principal routes. These houses were long, two story log or frame structures sitting near the road. Meals

***Sketchy accounts left by traveleers told
of the stagecoach routes as being a
succession of puddles, gullies, upturned
roots, stumps and overhead brambles
which. . . made travel a never-to-be-
forgotten ordeal***

Salem, laid out in 1813, was on the St. Louis-Vincennes stagecoach route.

Columbia, the historic German town St. Clair County, was one of the major stops on the old Kaskaskia-Cahokia Trail.

Charles Dickens wrote about the Mermaid Inn in Lebanon, built in 1813 on the old St. Louis-Vincennes route. He compared Lebanon with an English village in his American Notes. Abraham Lincoln was also a guest there.

From 1805 to 1824 post riders on horseback carried the mail over the old Trace Road (Highway 50). This and the other roads were called mail routes by the government. In 1824 a four-horse stage and mail route was established. In 1837 the road was graded and bridges and culverts hewn from white oak felled along the road between Vincennes and Lawrenceville were constructed. The young state went into bankruptcy and the Trace Road was turned over to a private company which completed the work, setting up toll gates for all passengers.

Following Russian road-building practice, a few plank roads were built in northern Illinois, and according to one source, a stretch of plank road was laid out of Belleville. The plank roads deteriorated rapidly and were replaced with graveled thoroughfares. Sketchy accounts left by travelers told of the stagecoach routes as being a succession of puddles, gullies, upturned roots, stumps, and overhead brambles which tried the souls of men and made travel a

were served on long tables and food was plentiful but far from elegant. Meats were offered in abundance and consisted of buffalo meat, venison, wild turkey, wild pigeon, wild goose, wild duck, squirrel, rabbit and o'possum. The Conner Inn was a well-known stopping place for travelers between Brownsville, Jonesboro and destinations farther away. This Inn was located near the Grammar orchards in Pomona Township south of Murphysboro. Faint traces of the route running past the Etherington Cemetery are still visible. According to local historians, the Con-

ner Inn was a favorite stopping place for refreshments and lodging. The building is no longer in existence.

In the morning the stagecoach driver woke his passengers with a blast on a conch shell or a tin horn. Some passengers stopped at the bar on the way to breakfast for an "eye opener," which was more than likely a pain reliever to help them better endure another day of travel. For few of these stagecoaches had springs; on some the body rode on heavy leather thoroughbraces, slung fore and aft between rigid iron stanchions. This eased the shocks to a certain degree, but produced a yawning effect, a side-to-side sway, an additional hardship for passengers al-

ways only about 70 pre-bred Harry Halls that breed the horse and three miles or four men in the state of Illinois called the Hallingers. There are only three or four men in the state of Illinois that breed the Hallingers. Harry Oxford of Route 7 are raising Gene Lee, Route 5, Marion, and Southern Illinoisan Correspondent

BY Violet Griswold

Hattinge

EARLY TRAILS THROUGH SOUTHERN ILLINOIS

Submitted by

Mildred B. Midjaas
Jackson County, Ill.

John B. DODGE, member of a pioneer Randolph County (Ill.) family, became interested in Randolph County history while teaching school in that, his native county. Practically all of his time was devoted to the study of the early history of his county; no one was better informed on the history of Old Kaskaskia than was Mr. DODGE. In his search for facts, he spent much time on Kaskaskia Island and in the vicinity of Reiley Lake, searching for historical sites. Among the many interesting articles from his pen, were his tracings of the Old Shawneetown Trail and the Vincennes Trail through Randolph County, Illinois.

John B. DODGE was born near Preston, Illinois on 20 December 1856, a son of Mr. and Mrs. John DODGE. He married Miss Alice HILL, of Chester, Illinois, who preceded him in death in 1918; he died 12 June 1939 at the age of 82 years and was buried in Ellis Grove, Illinois.

THE OLD VINCENNES TRAIL by John B. DODGE

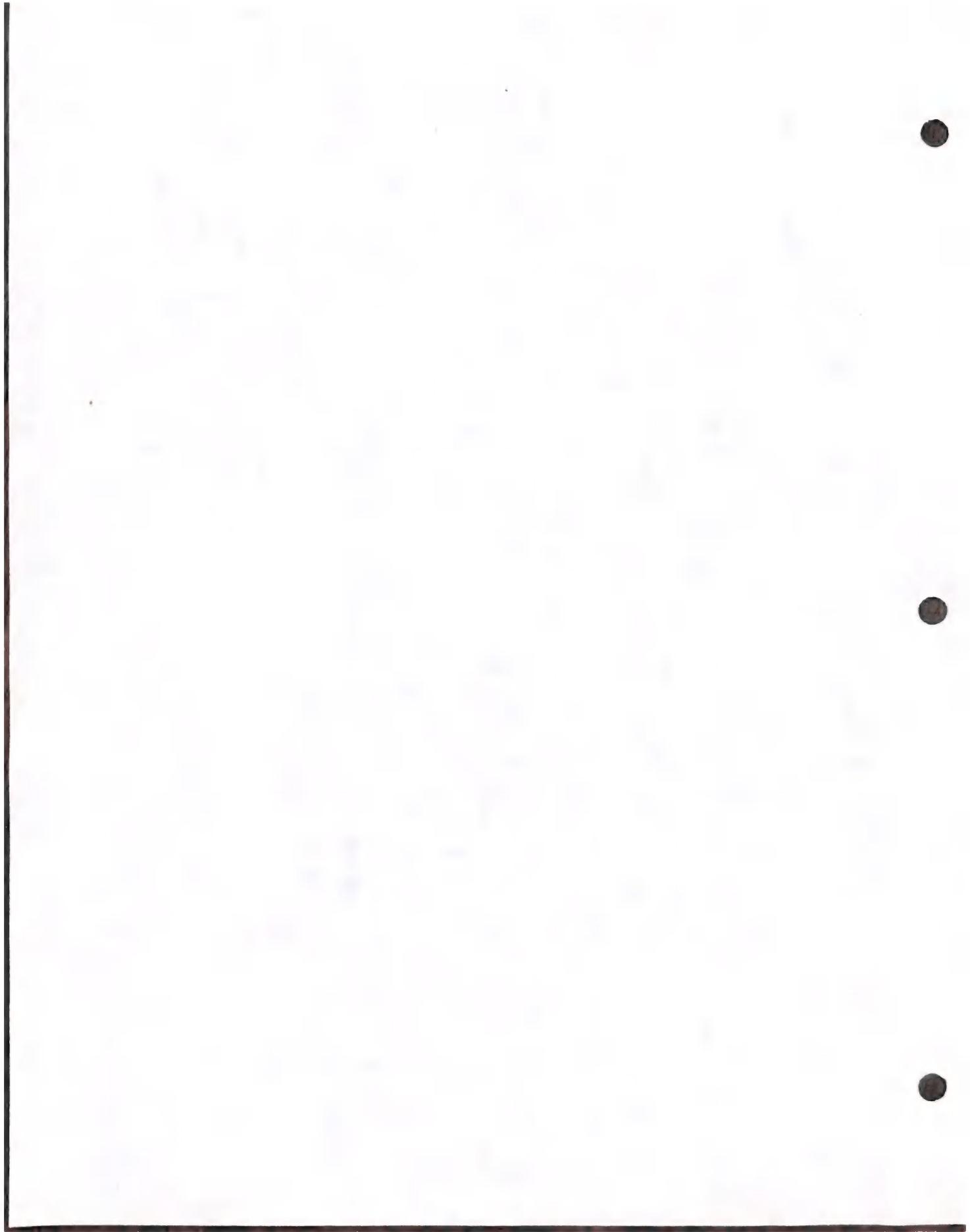
After Colonel George Rodgers CLARK had captured the forts in the Illinois country with the aid of the loyal French, he gained their confidence and they willingly aided him in his campaigns. After he had captured Vincennes, HAMILTON, the "hair-buying" general, returned to Vincennes and recaptured the fort held by Captain HELMS and one aide. General HAMILTON had attacked the fort and commanded Captain HELMS to surrender, but the captain refused to do so, unless he was granted the honors of war. General HAMILTON granted this and when he was admitted to the fort he found he had captured one brave captain and one aide. General HAMILTON'S thoughts can only be imagined at the results of his engagement. General HAMILTON had intended to capture Colonel CLARK when the spring weather became suitable for the movement of his army and Indian aides. CLARK chose to attack General HAMILTON and to surprise him. Colonel CLARK began to recruit his little army and prepared to make his famous march that has few equals, if any, in modern war marches and successful captures.

Colonel CLARK left his fort at Kaskaskia, February 5, 1779. He marched to the Creely Ferry and recrossed where he had previously crossed on his march to capture Kaskaskia. After crossing the ferry, he marched to his camp-ground where he had camped on his way to Kaskaskia, July 4, 1778 (three miles from Kaskaskia). He remained in camp until the morning of February 7, 1779. (The above camp was at the Stacy McDONOUGH Spring in the NW $\frac{1}{4}$ of Section 21, Township 6-7).

Colonel CLARK followed the "Old Vincennes Trail" across Little Nine Mile Creek, across Claim 193 and crossed Big Nine Mile Creek about one-quarter of a mile from Claim 319 in Section 4, Township 6-7; thence he followed the "old trail". The Creely Ferry and Run are on Claim 1993 (sic) and Claim 319 located on the "old trail" in Township 6-7 and the John McDILL farm in Section 21, Township 4-5, at the intersecting point of two roads.

Petitions in the 1822 and 1829 comissioner's court locates it in Flat Prairie.

This booklet the property of Elizabeth E. Springfield
Pineyville, IL 62274



DODGE: Early Trails Through Sou. Ill. (continued)

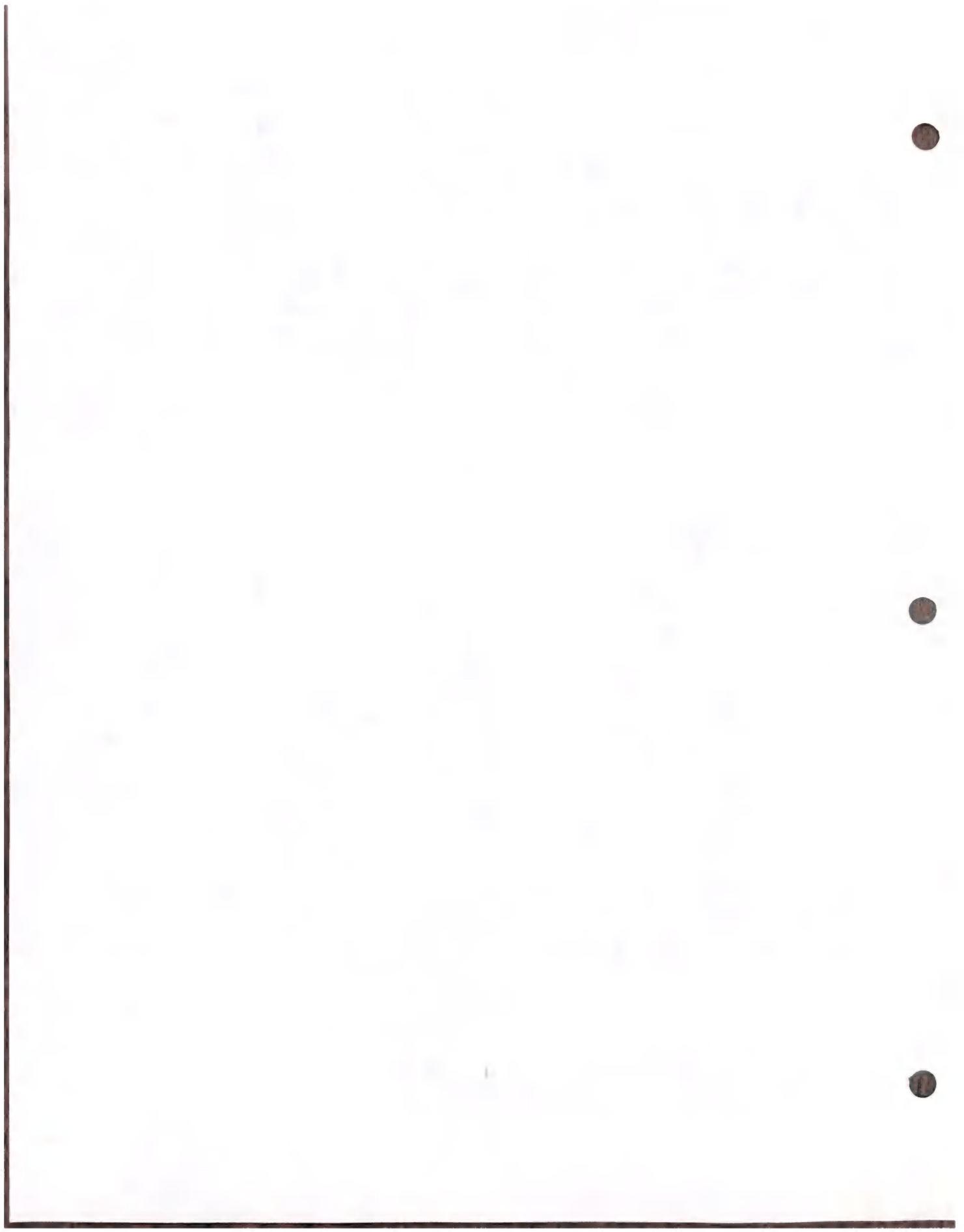
Colonel CLARK entered Lively Prairie at the Robert ST. CLAIR farm, later known as the John DUNN farm, in the SE $\frac{1}{4}$ of Section 19, Township 5-6. Arch Butler HULBERT, in Vol. 8 of the series, "Historical Highways of America" (published in 1904 by a national authority of highways of America, who has left several volumes useful to the historian) states that Colonel CLARK entered Lively Prairie one half mile northeast of Salem. (That means the Robert ST. CLAIR farm).

About 1873, Stephen WRIGHT, Sr., employed Doris THOMPSON to survey and plat several blocks for a town south of the road running through his farm near the southeast corner of the NW $\frac{1}{4}$ of Section 30 in Township 5-6. I knew when it was surveyed and saw the stakes and streets marked by the corner stakes. I always heard it called Roanoke. Some might have called it Salem. It is another proof that the "Old Trail" was located there.

The "Old Trails" were known to be changed by people who settled along them, and the "Vincennes Trail" in Randolph County was known to be changed in different places and detours were made in early days. The detours would be known as the "old trail" when the old trail had been closed. There were three detours on the north side of the "old trail". We will mention one that causes tracers trouble. The detour starting at the Robert ST. CLAIR farm in the SE $\frac{1}{4}$ of Section 19, Township 5-6, was started in 1821 when Robert ST. CLAIR settled in Lively Prairie along with William BOYD and Robert WEIR. (See family history given by the late Frank MOORE). It ran northeast by the homes of Robert WEIR and his son, William WEIR, James McNULTY and William RITCHIE, thence east to intersect the "old trail" in the SE $\frac{1}{4}$ of Section 10. Later, it ran east, thence northeast, and entered Sparta at West Broadway. The first petition road from Evansville to Sparta ran on the above detour from the WEIR farm to Sparta, entering at West Broadway and terminating at the Rosborough Store.

After the War of 1812-14, a large number of old settlers began to leave Lively Prairie and settle to the east and northeast into what is now Perry County. The trading points were Kaskaskia and St. Louis until 1827-1828 when Shannon's Store at Sparta was opened. A detour was started about this time from Coulterville, or near the city of Coulterville, running south of the "old trail" and a little south of the present railroad to Sparta. Eden was settled in 1822, and in a few years another detour, starting at Sparta, ran through Eden, thence connecting with the "old trail" at Coulterville. The above detours entered Sparta, and, from Sparta to Kaskaskia, the road ran almost in a direct line. (This road became known as the Kaskaskia and Vincennes trail, running through Sparta and later, through Eden to Coulterville, then following the "Old Trail").

On leaving Sparta, the trail left West Broadway, curving southwest by the D.B. BOYD coal bank, thence near the railroad shops, thence south of the railroad by the Frank BLAIR home, running south to the house and south of the railroad to the southeast corner of the SW $\frac{1}{4}$ of Section 10, Township 5-6. (At this point the "old trail", the railroad and the detour ran some distance on or near each other). Thence the detour ran south of the center of Section 15, Township 5-7, thence across the east half of the SW $\frac{1}{4}$ of Section 15, thence across the NE $\frac{1}{4}$ of Section 22 to the Garret LEMON home, later known as the Henry L. HOLMES home, thence by the James B. WEIR home in the south half of Section 21, thence southwest to the John KRULL home in the NW $\frac{1}{4}$ of Section 28, thence west about one-half mile, thence southwest across the north half of Section 29 and the south half of Section 30 by the home of William BOYD, Jr., thence to James Harvey CLENDENIN'S on the township line in the SW $\frac{1}{4}$ or the SW $\frac{1}{4}$ of Section 30 of the above section, all in Township 5-6.



DODGE: Early Trails Through Sou. Ill. (continued)

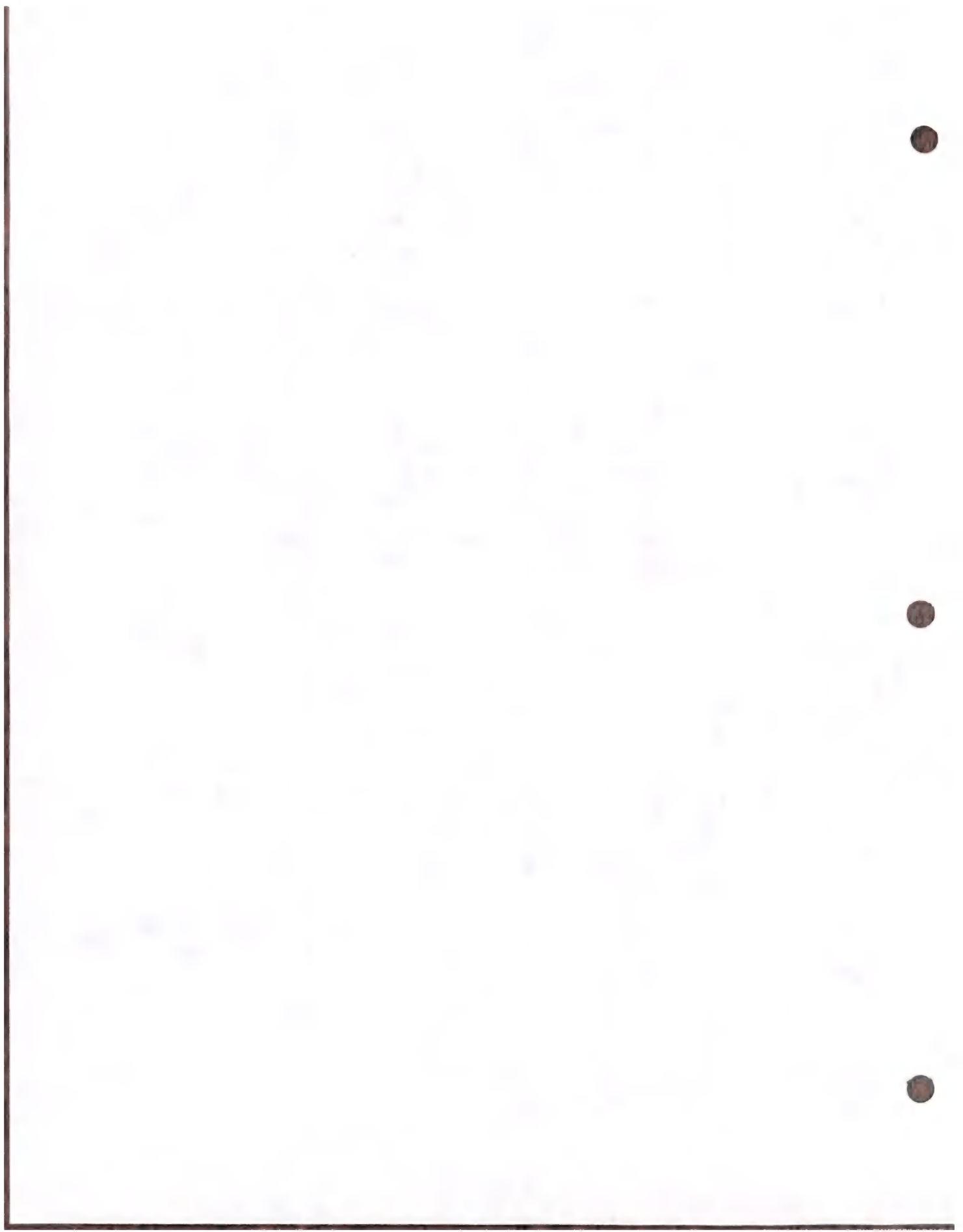
Then the detour entered the NE $\frac{1}{4}$ of Section 36, Township 5-7, at the James Harvey CLENDENIN farm, running southwest across Section 36 to the SW $\frac{1}{4}$ of Section 36, crossing Big Nine Mile Creek at the Rocky Ford. (This was about one-quarter of a mile south of the geographical center of Randolph County as stated by Judge James THOMPSON, the surveyor who surveyed and platted the city of Chicago in 1833). After crossing Big Nine Mile Creek running southward, it entered the west half of Section 1 in Township 6-7, thence across the southwest corner of Section 2, thence southward across the east half of Section 11 and Section 14 to the south half of Section 14; turning southwest to the southwest corner of Section 14, also the southeast corner of Section 15 to the Thomas MILLIGAN farm where Colonel CLARK crossed on his way to Kaskaskia, July 4, 1774--thence across the north half of Section 22, across the NE $\frac{1}{4}$ of Section 21 to the Seymour Hill at the George D. SEYMOUR and the John W. BEARE farms where State Road No. 3 crosses the old Chester road.

At this point there were two roads to the Morrison Bridge and Menard Ferry and two detours to the Vincennes Trail, with two short branch roads from the detour to the Shawneetown Trail that led to Reilly Lake. Starting at the point where the roads and detours intersected at the Seymour Hill and John W. BEARE farm, the Sparta road ran south on the old Chester road by the Edward SEYMOUR farm and crossed Mill Creek and the "Old Shawneetown Trail" on Leavett Ridge. It continued south by the Abijah LEAVETT, Jr. house and across Creely Run and intersected the road now called the Shawneetown Road. (This is a branch of the Old Shawneetown Trail), thence the Sparta road merged with the old road and ran through the village of Fort Gage to the Menard Ferry and Morrison Bridge.

Another road started at the Morrison Bridge, running up the river near the foot of the hill to Creely Run by the Morrison Distill (the Morrison Distill was one of eight distills that distilled 10,200 gallons of whiskey in 1810, according to court records). From the distill the road lay on the Run, crossing it three times in a short distance; thence ascended the hill about twenty rods from the Kane Hill schoolhouse; thence it ran near the Abijah LEAVETT, Sr. house, turning northeast to the John W. BEARE farm, crossing the Sparta road there. This road is dated about 1822. From the BEARE farm, the main detour ran south of the George SEYMOUR house, running westward across the Adam FEAMAN farm and across the south side of the John LILLY farm to the Mill Creek Valley. It intersected the "old trail" there. There were two short branch roads from the above detour that ran southwest and crossed Mill Creek at different points and intersected the Old Shawneetown Trail on the Kane Hill, thence to the Old Mills.

The present Reilly Lake road (a detour of the "Old Vincennes Trail") starts at Reilly Lake and runs up the Creely Run and ascends the hill at the Kane Hill schoolhouse running on the south line of Claim 2080 and crossing the "Old Shawneetown Trail", bearing northeast across Mill Creek; thence east by the Adam FEAMAN home to intersect the old Chester road at the Edward SEYMOUR farm; thence north by the John W. BEARE farm. This would intersect the "Old Vincennes Trail" near the northwest corner of the John W. BEARE farm.

These detours cause the tracers of today to be led away from the route of the "Old Vincennes Trail". The above described detour from Coulterville to Sparta and through Eden to Sparta, thence to Kaskaskia, was known to the sons of the old settlers of the decade commencing with 1816, to be the Kaskaskia and Vincennes Trail. The families of MILLIGAN, CLENDENIN, BOYD, MOORE, HOLCOMB, ADAMS, DIAL, WEIR, LEMING and BORDER, and people from Sparta to Coulterville had traveled it in their boyhood days and many years afterward. Small parts of the road are still



DODGE: Early Trails Through Sou. Ill. (continued)

in use as a public road and some parts as a private road. (1939)

Part of the old trail through Reilly Lake has been in use about two hundred years. Paget's Mill dates back to 1735 and Vincennes dates about the same. We suggest to the teachers and schools of the districts where Colonel CLARK passed through, to try placing markers at suitable crossings or as near their schools as possible. This could be done by entertainments or other means, and the historical societies of the county could furnish speakers to aid the local workers. Others should organize and aid in marking the most important historical locations. George Rodgers CLARK's successful campaign gave the Union five great states and opened the way to expansion. His brothers, William and Lewis CLARK, in their expedition to the northwest, aided in establishing the northwest boundary. Colonel CLARK was paid a very small amount for the valuable work he did for the government. We hope that all the "old trails" of Randolph County will be marked at suitable locations and especially all the Colonel George Rodgers CLARK trails.

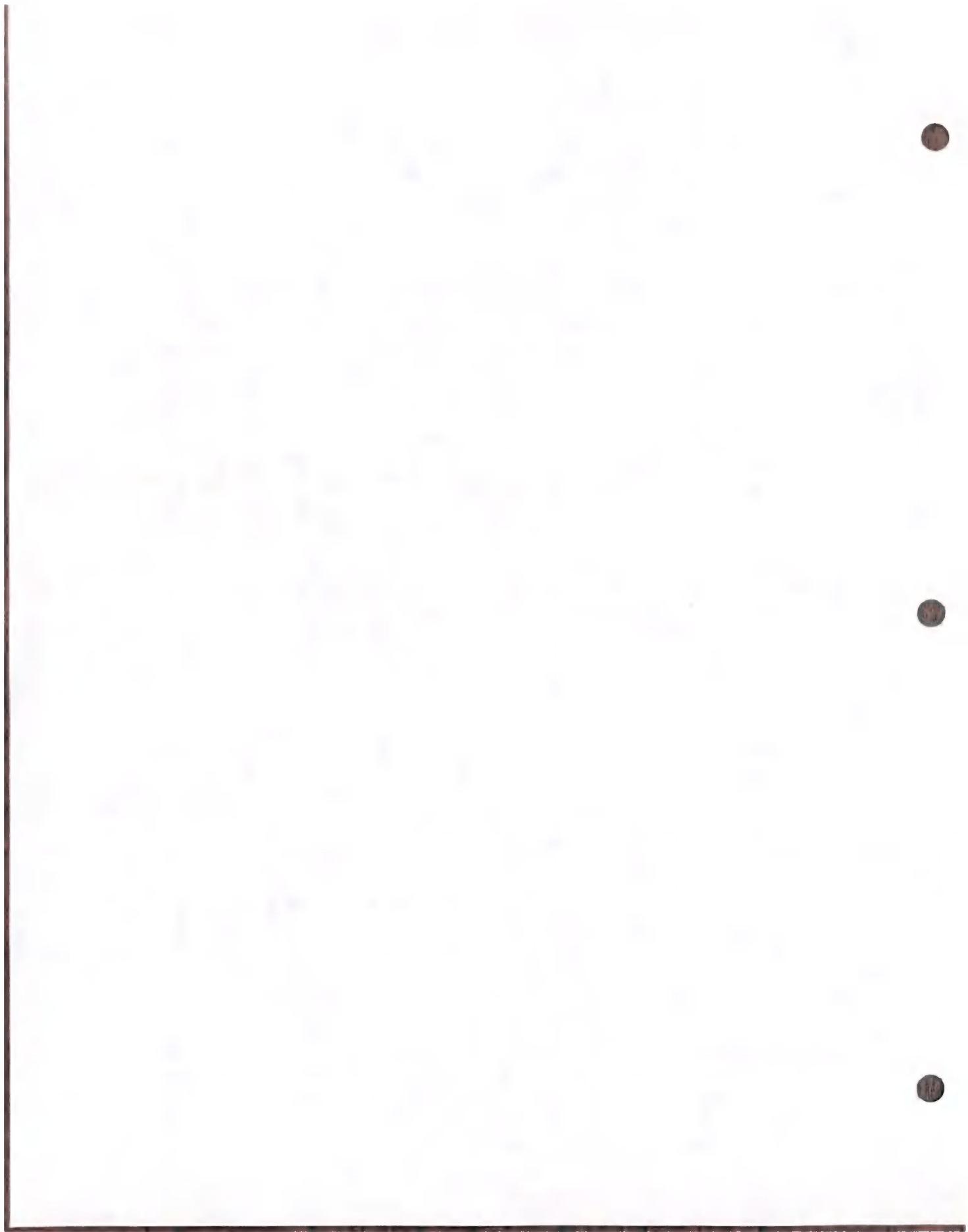
Note: Mrs. MIDJAAS stressed the mention of Creeley Ferry and Colonel CLARK "re-crossing" the Kaskaskia River, in her support of DODGE's theory of the capture of the fort in the town of Kaskaskia, not the fort on the bluff. This theory is also supported by Illinois Historical & Statistical, Vol. 1, (1895), pp 150-151 from Illinois State Historical Library. Mrs. MIDJAAS writes, "If CLARK had been on the side of the fort on the hill, he would not have to 'recross' the Kaskaskia River to start for Vincennes. ROCHBLAVE mentioned he was in the old Jesuit House in the town of Kaskaskia and CLARK, himself, mentions 'part of town near the fort'. So, it appears that Garrison Hill, now known as Fort Kaskaskia State Park, was not the site of the fort captured by Colonel CLARK."

THE OLD SHAWNEETOWN TRAIL
by
John D. DODGE

The buffalos formed a trail from the Salines near Shawneetown through Phelps Prairie, in the south half of Williamson County (Ill.)...thence to the Salines on Big Muddy River in Jackson County (Ill.). The Indians followed the buffalo; the hunters and traders followed the Indians. The "Old Shawneetown Trail" was formed soon after Kaskaskia became a trading town for the Indians and the "Old Shawneetown Road" was formed a few years after the village was settled about 1800.

The "Old Trail" starting at Shawneetown and running westerly a short distance curved southward through Phelps Prairie in the south half of Williamson County. In Phelps Prairie the "Old Shawneetown Trail" merged with the "Old Massac Trail" and they became one trail to Kaskaskia. The date of the "Old Fort Massac Trail" was about 1750. The old road records of Randolph County (Ill.) show the road centered at Kaskaskia and at Brownsville in Jackson County, where they crossed the Big Muddy River, meeting the old trails and road in Jackson County.

Brownsville roads and "Old Trail" entered Randolph County near the center of Section 23, Township 7-5, thence curving north of west across the NW $\frac{1}{4}$ of Section 23, thence across the N $\frac{1}{2}$ of Section 22 and the N $\frac{1}{2}$ of Section 21, and entering the southeast corner of the SE $\frac{1}{4}$ of Section 17 in Township 7-5. Here is located Teacup Knob (on the W.H. ALMS farm, two miles south of Wine Hill). Thence it bore a little north through Leanderville in Section 17, thence across and near the center of Section 18 in Township 7-5, entering Section 12 in Township 7-6, thence over the Old Claim 1520 and 2108 known as the E. HOLLOWMAN farm (uncle of Mildred B. MIDJAAS). Thence across Claim 366 known as the Harman EBERS farm. (Mr. EBERS



DODGE: Early Trails Through Sou. Ill. (continued)

stated there was a camping ground on or near his farm. It is probable that George Rodgers CLARK camped here or just north of Big Mary River, July 3, 1778). Thence to Section 14, Township 7-6 known as the IROSE farm, thence running north on the central line of the E $\frac{1}{2}$ of Section 14, Township 7-6, about half a mile, crossing Big Mary River. (There is a county road at a schoolhouse west of Welge. The old ford can be reached by auto over the above road). (1939)

The Old Trail ascended the low hill from the Rocky Ford, going north a few rods. There are a few Indian mounds on the east side of the "Old Trail". A few yards north of the mounds the Old Trail curves to the northwest, along a terrace at the foot of Chapman Hill. Below the terrace the hill slopes down to the Mary River Valley.

The point where the trail curved northwest was in the SE $\frac{1}{4}$ of Section 11, Township 7-6, thence across the northern corner of the claim in Section 11, thence northwest across Claims 1008, 298, and 296 in Section 3, thence to Claim 290 in Section 4, Township 7-6. This is the Captain James A. SMITH farm on the Chester and Sparta road, a few rods north of the old covered bridge. (This was prior to 1939, as Mr. DODGE died in June 1939--Ed.).

Here the state hard road from Steeleville to Chester crosses the Old Trail. The state road of 1819 also left the Old Trail here and ran on the Chester and Welge road, through Welge, crossing Big Mary River over the old state ford. (This point should be marked on the SMITH farm where the Chester road crosses the Old Trail). From the crossing where the roads crossed the Old Trail in Claim 290, the trail ran northwest, crossing Little Mary River at the SMITH ford, continuing northwest across the NW $\frac{1}{4}$ of Section 4 and across the NE $\frac{1}{4}$ of Section 5 by Hon. John J. DOUGLAS' home and entering the SE $\frac{1}{4}$ of Section 32 and the SW $\frac{1}{4}$ of Section 32, Township 6-6, thence curving north about one-half mile, crossing the Zang Creek at the John GANT ford. (This creek was marked on the old maps as Tindal Creek).

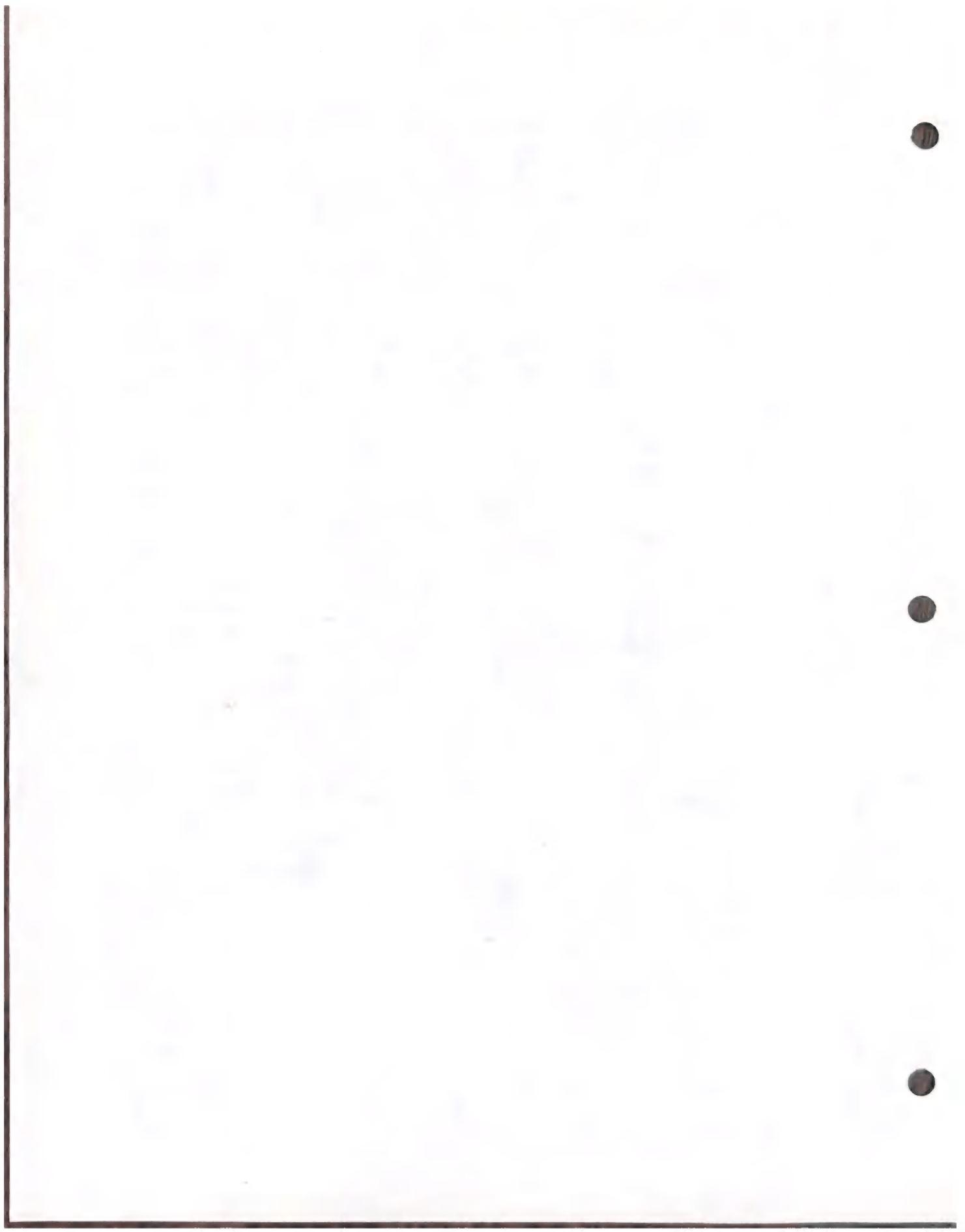
The trail followed a water shed from Little Mary River to the GANT ford. From the GANT ford, the trail ran west a few rods to the point on a water shed, called the Long Ridge, that ran to the Creeley Ferry, nor Reilly Lake.

The Portland road starting from Portland (now Menard and State Prison) crossed the Old Trail at the point of the Long water shed, running to the river and to Reilly Lake. It ran through the site of Sparta to intersect the Vincennes Trail at the John McDILL farm in Section 21, Township 4-5.

From the point of the Long water shed in the NW $\frac{1}{4}$ of Section 32, the trail ran northwest to Diamond Cross as follows: Across the NW $\frac{1}{4}$ of Section 32, thence across the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 31, thence across the SW $\frac{1}{4}$ of Section 30 in Township 6-6, entering the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 25, Township 6-7, thence northwest over the N $\frac{1}{2}$ of Section 25, curving in the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 25, Township 6-7, to run through Diamond Cross in a south of west course.

Diamond Cross is located in the east part of Claim 241 in Section 26, Township 6-7. A little east of north of Diamond Cross is the point where the Shawneetown Road of 1816 merged with the "Old Shawneetown Trail" and also the point where George Rodgers CLARK left the old trail. From Diamond Cross the course was south of west across Claim 241 in Section 26, across Section 27 and the SE $\frac{1}{4}$ of Section 28, Township 6-7. The old trails come to the old claims in the SW $\frac{1}{4}$ of Section 28. (This point is where State Route No. 3 crosses the Old Shawneetown Trail).

* * * * *



TRAILS

Perry County, Illinois

GENEOLOGY AND REMINISCENCE OF PIONEER DAYS...of the northeast part of Elk Twp., Jackson Co., Ill. and adjoining corners of Perry and Franklin Counties. (Ill.) Early settlers of the Old DuQuoin area.

p/4 ...Once across the Mississippi River, into Illinois, they followed the Shawneetown-Kaskaskia Indian Trail to the southeast. ...They were in what is now Sec. 2, Jackson County, where the trail led them across Little Muddy River.....

By Mamie Reheis, Rt. 1,
Elkville, Ill.
Published May, 1956.

The Historical-Pictorial Map of Jackson Co., Ill. of S.I.N.U. Museum by Loraine Waters in 1944 shows this old trail in NE corner of Elk Twp.

Historical-Pictorial Map of POPE CO.(Ill.) Historical Div. of the S.I.U. Museum drawn by Loraine Waters (1949) shows LUSKS TAVERN AND LUSKS FERRY (on the Ohio). Present day Golconda.

First authentic map of Pope County (where Golconda is located) was made about 1841. It is a postal map. See Pope County notes by John W. Allen, illustrated by Loraine Waters, for Museum of Nat. and Social Sciences S.I.U., Carbondale, Ill. 1949.

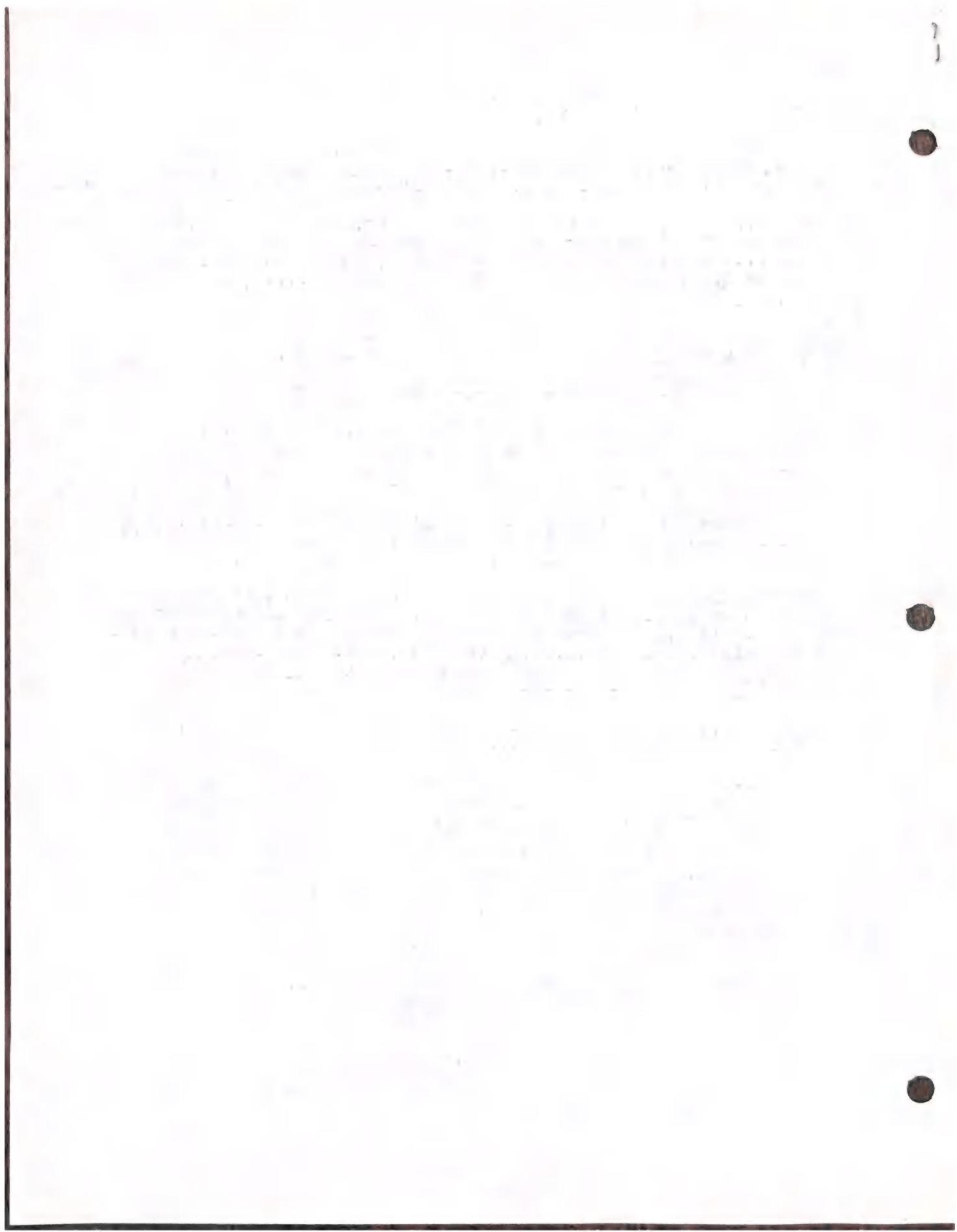
DU QUOIN...Gateway to Egypt. Report of History Committee, DuQuoin Comm. Study and Development...

p/16 ...Probably one of the most used trails in our vicinity was the one known as the Shawneetown-St. Louis trail, which entered Perry Co. east of DuQuoin, swerved north and westward thru' what is now Paradise Prairie. A branch of this trail, turning off slightly to the left somewhere in the western part of the county was known as the Shawneetown-Kaskaskia Trail, continuing on to Kaskaskia, then a thriving town on the banks of the Mississippi River.

SURVEYOR'S OFFICE, St. Louis 19th January 1835...Drawing of map confirmed by filed notes of the survey in this office.

/s/ E. T. Langham

Old book recovered and laminated. To be found in office of Perry County Clerk and Recorder, Pinckneyville, Ill. See micro copies of this map following...also my notes re this trail from T6S R4W into T6S R1W of 3rd PM. (E.Spurgeon)



TRAILS - Perry Co., Il. Cont.....

ROAD FROM KASKASKIA TO LUSK'S FERRY ON THE OHIO.....Copied from Surveyors Map.....West to East through Perry Co., Il.

TWP 6S R4W....Enters near center of sec. 18, running in a fairly direct line until it begins a southeasterly direction about the center of sec. 13 into sec. 24 where it leaves the township.

TWP 6S R3W....Enters northern part of sec. 19 and continues in a straight, easterly, direction.....leaving the township in the northern half of sec. 24 and entering.....

TWP 6S R2W in the north part of sec. 19 and passes south of the old House (a/k/a Byerly) Cemetery in sec. 17. It then veers southward to enter the northern parts of secs. 21, 22, and 23passing south of the old McElvain Cemetery (located in sec. 14). The trail then leaves the township in the northern part of sec. 24.

TWP 6S R1W....After entering this township in the northern half of sec. 19 it veers in a southeasterly direction through parts of secs. 20, 29, and 28, finally leaving Perry County through sec. 34 and part of sec. 35, as it enters Jackson County in sec. 2 T7S R1W where it crossed the Little Muddy River.

- - - - -

From research of and written by
Elizabeth Eiker Spurgeon,
710 Taffee St.,
Pinckneyville, Il 62274
September 1982.

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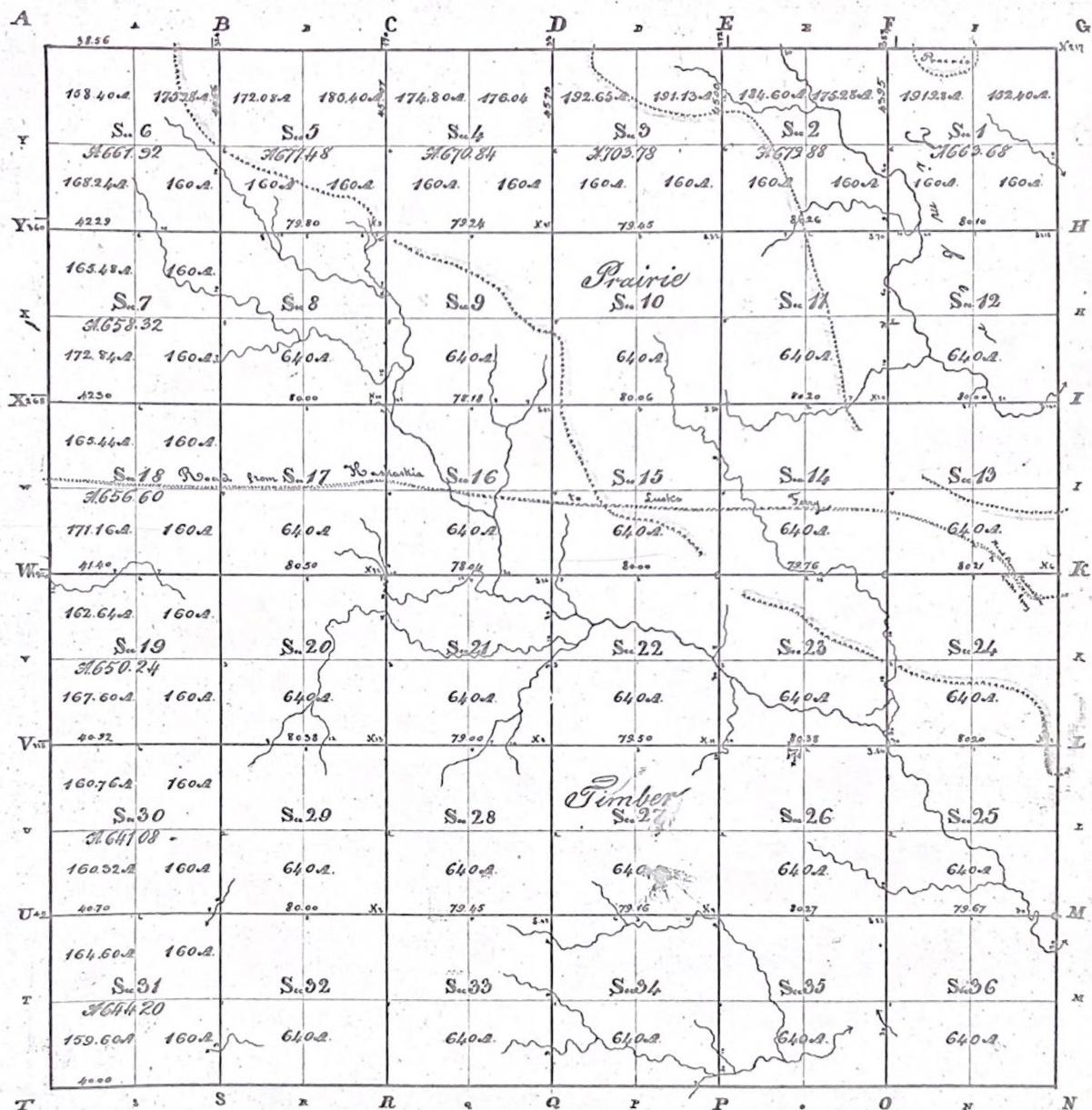
...desiderio que él sea lo más atendido, estando...En lo que
nos quedamos nos guivemos...nuestros padres, hijos y ni-
...gnios que para él, que lo más querido es

.....WII U 872
.....WII U 872
.....WII U 872
.....WII U 872

45566 11-1964
S803 4-1964

plat of Township N. 6 South of the baseline in Range N. 4 West of the 3d principal Meridian

Reference to the field notes used in the construction of the plot of the North East & West boundaries in exterior book A. 147 of the South boundary in exterior book A. 441 - of the subdivision in book A. 101 A. 3 B. -



Surveyors Office

St Louis March 11th 1836

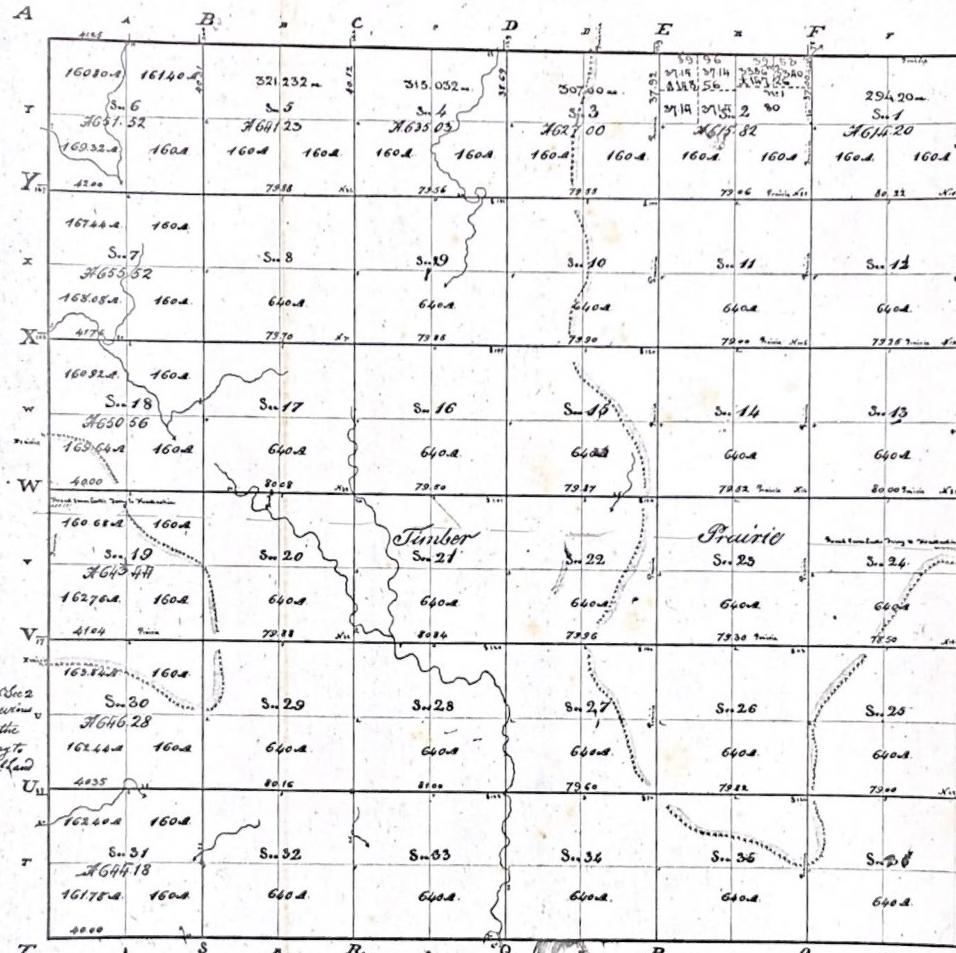
The above plat of Township N. 6 South of the baseline in Range N. 4 West of the 3d principal Meridian is conformable to the field notes of the survey thereof on file in this Office

Scale of 100 chains to one inch
Aggregate area 23308.02 acres

E. J. Scammon

Plot of Township No. 6 South of the 3rd Meridian in Range No. 3 West of the 3rd Principal Meridian.

The notes used in the construction of this plot are contained in the first books, numbered, signed and dated as follows:—
 Of the East boundary in book number 41, signed "Elias Reeder R. S.", and dated in February 1837.
 Of the East boundary in book 47, signed "William Brainerd Deputy Surveyor" and dated in March 1837.
 Of the West and North boundaries in book number 45, signed "Ely Elder" and dated in March 1837.
 Of the subdivision in book number 115 A, signed "H. Fletcher R. S." and dated in November 1810.



Surveyor's Office

St. Louis

Considered the North & Sec 2
as to conform to a previous
order addressed to the
Register & Auditor copy
of Commissioner of the General Land
Office

The foregoing Plot of Township 6 South, in Range 3 West of the 3rd principal meridian,
is conformable to the field notes of record in this office and referred to above, with the exceptions stated in the
margin.

Scale of 40 chains to a mile.

Aggregate area - 23026.78 acres

Surveyor's Office

St. Louis February 29th 1836

E. J. Stephenson

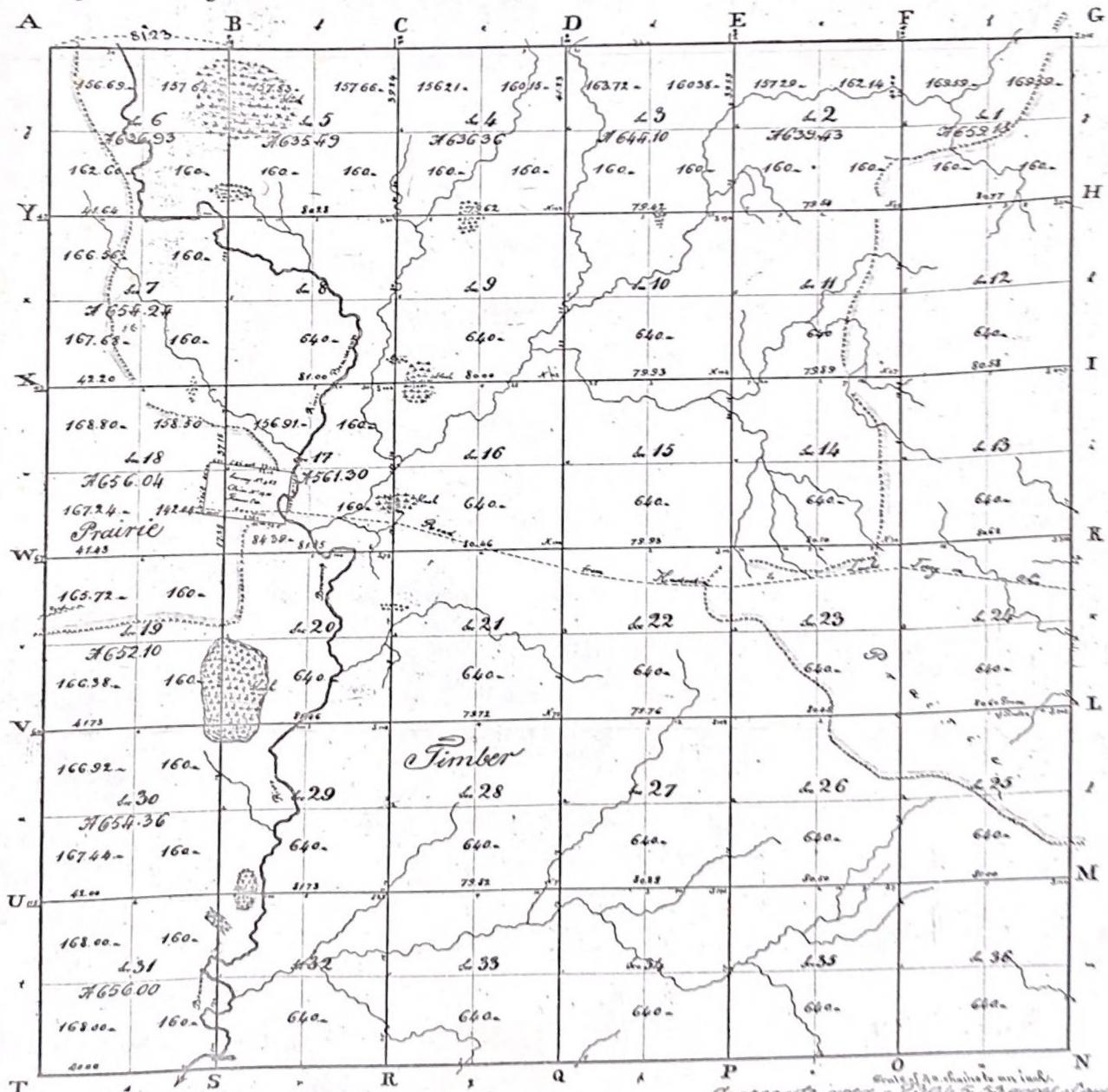
It is not stated in the field notes
at what elevation any of the surveys of this
Township were made, nor do the notes
refer the surveys to any principal meridian.
The North boundary of this Township (Smith's
boundary of 3rd P. M. Head) was surveyed
as a random line of connected points—
the line of the survey line on the south
boundary and section line immediately
after the miles of the random line thereof, but
it does not state the distances at which the
several corners were established. In the
constructing of this plot and in estimating
the areas of the quarter sections adjoining
said line, it is considered that it will suffice
to establish them proper places; that for
sections 24 & 35 being only a mile without
either a road or a timber line.
The line between sections 23 & 3 of this
Township was surveyed North; and as
it was originally part corner running
34 & 33 on the South boundary, the
line of the survey line on the South
boundary of the Township was established
as a straight line from the corner of sections
34 & 35 to the corner of sections 23 & 34, which
is the equal distribution of the areas of the
other lines of the sections as reported in the
field notes, gives 1793 chains as the true
length of the line between said sections 23 &
34 and averaging the reported differences
between the South boundary of
said sections 23 & 3, the line between them
would intersect the Township line 123 chains
East of the true place of the corner to sections
34 & 35 15.816.3 more.

The corner established for sections 18 & 20 on the
East boundary of 3rd P. M. Head was a point without
either a road or timber line; when the line
between sections 18 & 19 of this Township was
arranged (read) needed no adjustment
for corners to sections 18 & 17 & 16 & 15 nor
the Range line could be found a point
(whether named or nothing) was therefore
(conveniently) set at 80.50 chains for corner
16 & sections 18 & 19. This line between
sections 18 & 19, with no however to government
by said field set at 80.50 chains, but will be
extended to its intersection with the Range
line 3rd P. M. Head further.—

Plat of Township No. 6 South of the Base Line in Range No. 2 West of the 3^d Principal Meridian

Reference to the field notes used in the construction of this plat of the North East & West boundaries in section book No. 42 - of the South boundary in section book No. 38 - of the Subdivision & of the Survey No. 459 of the claim 91° 24' 10" from the magnetic meridian in book No. 129 -

The courses by which the private Survey No. 459 is laid down on this plat are according to the true Meridian - allowing a magnetic variation of 7° 20' East.



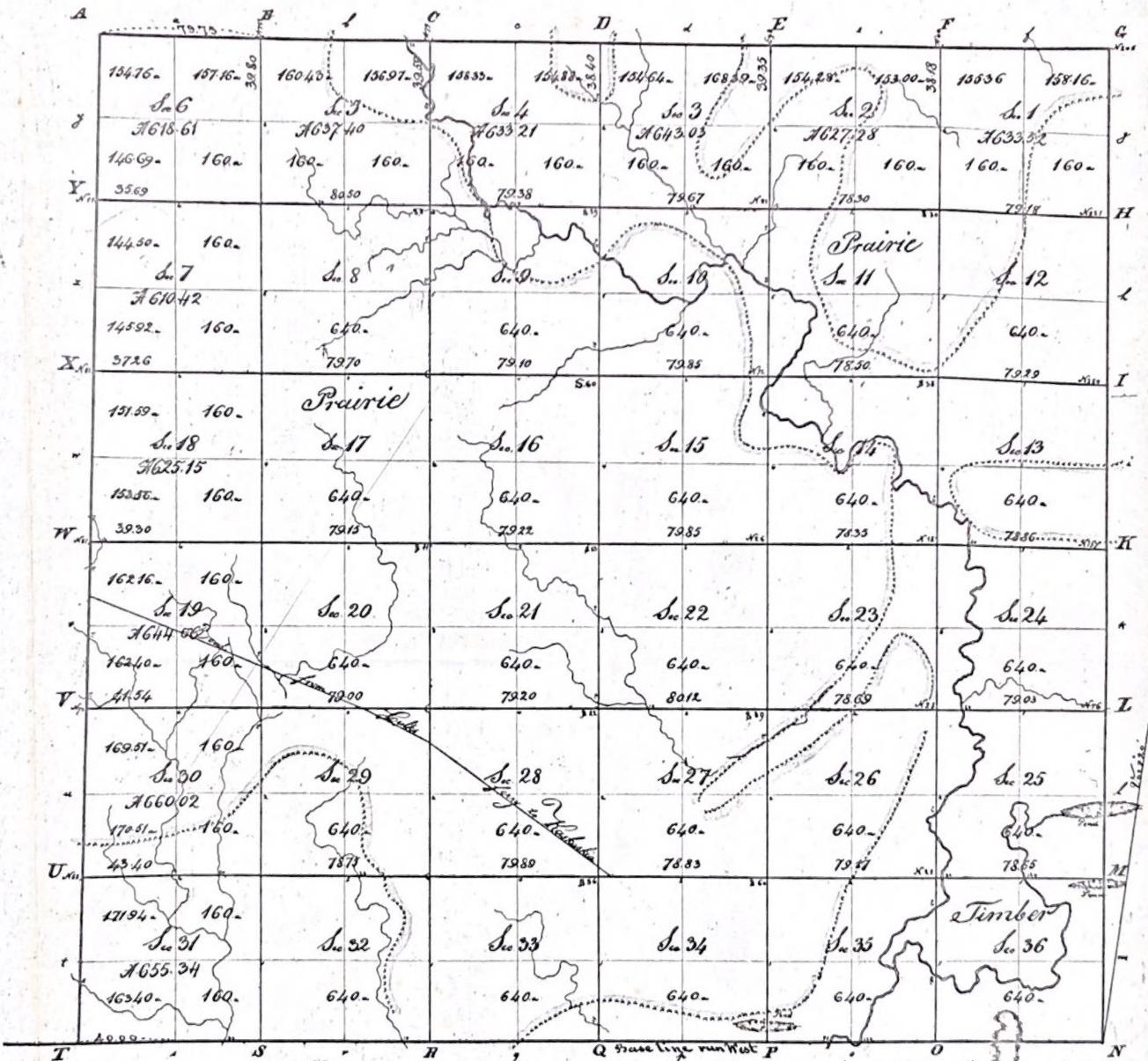
Scale of 1 chain = 100 feet
Aggregate area = 23,145.53 acres of public land
private survey No. 459 = 100.00 - - -
Total = 23,145.53 - - -

Surveyor's Office
St. Louis 22nd February 1836.

The above plat of Township 6 South of the Base line Range 2 West of the 3^d principal meridian is conformable to the field notes of the survey thereof on file in this Office.

E. J. Langford

Plat & Township n. 6 South of the Base Line in Range n. 1^W West of the 3^d principal Meridian.



Surveyor's Office

St Louis 19th January 1835

The above plat of Township 6 South of the Base Line Range 1^W West of the 3^d principal meridian is conformable to the field notes of the survey thereof on file in this office.

Scale 1/40,000th of a mile
Aggregate area: 22988.54 acres.

E. J. Langham